

LINCOLN MPO 2040 LRTP

TECHNICAL REPORT:

APPENDIX I

Environmental, Social, & Cultural Impact Assessment Detail Tables & Maps



General Comments

Agency Response

Wetlands

Comment 1

Agency: Army Corp of Engineers

Comment: Received letter from the Agency

Response: Phil, I received your letter yesterday. Thank you. However, I have a quick question. You mentioned in the letter that if an impact on a wetland affects more than .10 acres, it requires a mitigation plan. Can you please tell me some typical mitigation measures that maybe undertaken? Of course, every site will have different impacts and hence different mitigation measures but there must be some general measures that can be undertaken regardless of the site. Thanks for all your assistance.

Comment: Mitigation is very project specific and can be done on-site or at a wetland mitigation bank. We encourage avoidance and minimization to wetlands and waters of U.S., however, some projects are just too large and will impact more than a minimal amount.

If a project permanently impacts over 0.10 acres of wetlands, mitigation is required. On-site mitigation usually requires that wetlands be created at a minimum ratio of 2:1, but it all depends on type of wetland to be replaced, where in landscape and where in the watershed. On-site mitigation will also require a mitigation plan and 5 years of monitoring.

This is just a very brief overview. You can probably see why avoidance and minimization is the easiest route to take. For additional questions, visit the Mitigation info on the website:

<http://www.nwo.usace.army.mil/html/od-rne/mitbanking.html>

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We particularly valued your comments on wetlands mitigation.

Comment 2

Agency: Lincoln Watershed Management Division

Comment: EPA standards adhere to the mitigation sequence of avoid, minimize impacts and compensate for unavoidable impacts. The first step in project planning is always to avoid. Wetland banking is a possibility for unavoidable impacts in some cases where appropriate.

The same sequence of avoidance, minimize impacts or compensate is also used in projects which infringe on a defined stream corridor.

Compensatory mitigation for wetlands can be satisfied in some cases by the use of a wetland mitigation bank. Compensation projects must have real estate instruments that protect the site; financial assurances for near-term and long-term site stewardship; monitoring and contingency planning; and identification of parties responsible for project tasks.

Those who intend to dredge or deposit fill in wetlands or other waters of the US must apply for a permit from the COE. Consistent with the wetland program's goal of "no net loss of wetlands" the permit may require compensatory mitigation – typically, the restoration of

former (historically degraded) wetlands to mitigate the effects of wetland loss.

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We particularly valued your comments on wetlands mitigation and stream corridor impacts.

Agency: Nebraska Game and Parks Commission

Comment (received as a part of a larger response and culled to include in the topic referred): Roads can fragment wetland habitats and it would be important to consider ways to avoid and minimize wetland impacts during roadway planning and design, especially for new roads. If the roadway cannot avoid all wetland impacts, potential ways to further minimize impacts may include bridging spans across wetland areas. Hardened roadway surfaces may also result in increased quantity and altered timing of stormwater runoff to adjacent wetlands. Saline wetlands are particularly sensitive to influxes of fresh water, as this has potential to alter the saline characteristics of the wetland. Stormwater runoff from roadways can also carry pollutants, such as vehicle fluids, which have the potential to impact water quality of adjacent wetlands. Alternative means for addressing stormwater quantity, quality, and timing should be taken into consideration for roadway projects adjacent to wetlands.

Saline Wetlands

Comment 3

Agency: Nebraska Department of Environmental Quality

Comment (received in response to question asked when received comment on endangered species): Standard mitigation requirement when permanent wetland impacts are greater than 0.1 acre is 1.5 acres of created or restored wetland for each 1.0 acre of wetlands impacted. In the Saline Wetlands, however, the ratios are different; you should refer to the Mitigation Guidelines for Nebraska's Eastern Saline Wetlands manual for details about calculating project site impacts, the mitigation site baseline conditions, and projected mitigation site yields, as well as the ratios required for various types of impacts.

When a channel change is part of a project, we usually require 30' vegetated buffers on both banks, measured from the top of bank outward, to be planted/seeded to perennial, native species and maintained thusly. Both these widths and the 1.5:1.0 wetland mitigation ratio differ from what the Corps of Engineers requires, so be sure to consult with them, too. Usually their requirements are more stringent than NDEQ's.

Beyond that, as I said, we study projects on a case-by-case basis. It is most efficient for applicants to work with all the regulatory and resource agencies together (Corps of Engineers, US Fish & Wildlife Service, Natural Resources Conservation Service where appropriate, US EPA, Nebraska Game & Parks Commission are the usual group) rather than trying to work with us separately. It's not required, of course but it is much easier on the applicant that way.

Comment 4

Agency: Nebraska Game and Parks Commission

Comment (received as a part of a larger response and culled to include in the topic

referred): Saline wetlands are particularly sensitive to influxes of fresh water, as this has potential to alter the saline characteristics of the wetland. Stormwater runoff from roadways can also carry pollutants, such as vehicle fluids, which have the potential to impact water quality of adjacent wetlands. Alternative means for addressing stormwater quantity, quality, and timing should be taken into consideration for roadway projects adjacent to wetlands.

Endangered Species

Comment 5

Agency: Nebraska Department of Environmental Quality

Comment: While without actual 404 permit applications to review it is impossible to know what kind of water quality certification conditions might be required, overall the materials seem to demonstrate that the LRTP team has considered those aspects of the projects that concern my 401 review program. DEQ has some responsibility through the Section 401 program toward Threatened and Endangered species, which is usually satisfied by pre-app or pre-project cooperation of applicants with the U.S. Fish & Wildlife Service and/or the Nebraska Game & Parks Commission. We generally rely upon those agencies' expertise for drafting any water quality certification conditions affecting T & E species.

For other aspects, such as conditions placed upon certifications for bridge replacements or ditch alterations, for example, the 401 review and subsequent certification letter depends upon the activity and its location, case-by-case.

I appreciate having the opportunity to look at these long-range investigations.

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We particularly valued your comments on wetlands mitigation.

Comment 6

Agency: Nebraska Game and Parks Commission

Comment: I have taken a look at the information you provided. I have a quick question for you...with regard to the trails maps, how were the future trail corridors chosen? Are they existing railroad corridors that are likely to be turned/have potential to be turned into trails, or are they completely new alignments? What was the process for selecting these specific routes?

Response: Carey - The trails are mostly along existing railroad corridors and along floodplains. Then there are trails that were envisioned to go through certain neighborhoods and as these neighborhoods developed, their alignment was adjusted. Finally, some trails were chosen such that they connect all the scattered trails and form a network. I am not sure of the exact process for selecting these routes, but they are mostly based off of our 2030 Comprehensive Plan. There was also an effort to choose trails that would be scenic too. Thanks for all your effort and cooperation.

Comment: For the Endangered Species Conflict Areas Map (for both streets and trails), it only shows the Salt Creek tiger beetle critical habitat area. Endangered species in Lancaster

	<p>County include Salt Creek tiger beetle, as well as saltwort and western prairie fringed orchid. Saltwort is a state-endangered plant species that can be found in saline wetland habitats. Western prairie fringed orchid is a state-threatened plant species that can be found in mesic grassland prairie habitats. We can provide range maps for these species (electronic or hard copy) if requested. If the map is going to be titled an Endangered Species map, then it seems appropriate that all three listed species for the county should be represented, and evaluated for potential conflict with planned road projects. Also, the range we have identified for the Salt Creek tiger beetle extends beyond what has been identified as critical habitat by the U.S. Fish and Wildlife Service. This just means that there may be potential for the species to occur outside of the designated critical habitat, but within the range of the species (range is determined when considering documented occurrences along with potential suitable habitat as identified by species experts).</p> <p>A high number of conflict areas are shown between trails and Endangered Species and Wetlands. We feel that trails provide valuable recreational opportunities and generally would be supportive of providing access to natural resource areas by trail. However, through careful planning, these recreational opportunities should be able to be provided without detriment to existing natural resources. Trail development targeted for areas like the Little Salt Creek floodplain and the Rock Creek floodplain, where trails could intersect with saline wetlands, Salt Creek tiger beetle and saltwort habitats, will need to be well thought out. Trails should be located so they are not within sensitive habitats to avoid impacting species. There may be opportunities to incorporate educational signage along the trails at natural resource area locations as deemed appropriate.</p> <p>Thank you for the opportunity to review and provide comments on this long-range transportation planning effort.</p> <p>Response Letter Dated 9/1/2011: Thank you for your comments and suggestions regarding the Lincoln/Lancaster County Comprehensive Plan and Long Range Transportation Plan (LRTP). Your participation, along with others', has been taken into consideration for the creation of the draft plan. You can review items pertaining to your participation in the LRTP Technical Report, including Appendix C.</p> <p>We particularly valued your comments on the impacts of road projects on endangered species.</p>
<p>Tree Mass</p>	<p><u>Comment 7</u></p> <p>Agency: Nebraska Game and Parks Commission</p> <p>Comment (received as a part of a larger response and culled to include in the topic referred): For the Long Range Transportation Plan, I suggest that where grading would have an impact on the tree mass, retaining walls should be considered instead, much as has been done all over Lincoln. In the end, the cost for retaining walls compared to the cost of compensating landowners for the loss of trees could be a wash. Retaining walls should be considered wherever road widening and associated grading will have an impact on the tree mass in order to protect this valuable resource.</p>
<p>Floodplain</p>	<p><u>Comment 8</u></p> <p>Agency: Nebraska Department of Natural Resources</p> <p>Comment: Most of the topics you are covering are not directly in our areas of responsibility.</p>

	<p>I am forwarding this e-mail I solicited in the Department because it may have some general thoughts that are useful to you. Review of specific environmental resources that may be impacted is a useful local planning function and I found the map coverages to be impressive. However, I don't have specific comments on issues or mitigation strategies for the specific identified reaches. Best wishes for the project.</p> <p>Response Letter Dated 9/1/2011: Thank you for your comments and suggestions regarding the Lincoln/Lancaster County Comprehensive Plan and Long Range Transportation Plan (LRTP). Your participation, along with others', has been taken into consideration for the creation of the draft plan. You can review items pertaining to your participation in the LRTP Technical Report, including Appendix C.</p> <p>We particularly valued your comments on development in the floodplain.</p>
Project Specific Comments	Agency Response
<p>1. Project No. 76 - US-6 (Sun Valley Blvd.), Corn. Hwy (US-6) to W "O" St.(US-6), including R.R Overpass (local 20% share)</p> <p>2. Project No. 77 - Sun Valley Blvd. Extension, US-6 to Rosa Parks Way, including Overpass</p>	<p><u>Comment 9</u></p> <p>Name: Gary L Hergenrader, member of the County Ecological Advisory Committee</p> <p>Comment (received as a part of a larger response and culled to include in the topic referred): The extension of Sun Valley Blvd to Rosa Parks Way as well as the proposed project along the existing Sun Valley Blvd. seem to be the street projects with the most potential wetland impacts, all those being saline wetland impacts. Roads can fragment wetland habitats and it would be important to consider ways to avoid and minimize wetland impacts during roadway planning and design, especially for new roads.</p>
<p>3. Project No. 12 - Arbor Rd, N. 27th St to N. 56th St</p> <p>4. Project No. 30 - US-6 (Corn. Hwy), N. 20th St to N. 33rd St</p>	<p><u>Comment 10</u></p> <p>Agency: Lincoln Watershed Management Division</p> <p>Comment: Some projects like #12 and #30 show saline wetlands but they are not listed as wetlands. Probably should show fresh water wetlands and saline wetlands as separate columns as defined in the 2030 plan on pages 52 and 53. The Environmental Mitigation statement, item 5 on page 88 of the 2030 plan is still appropriate.</p> <p>Response Letter Dated 9/1/2011: Thank you for your comments and suggestions regarding the Lincoln/Lancaster County Comprehensive Plan and Long Range Transportation Plan (LRTP). Your participation, along with others', has been taken into consideration for the creation of the draft plan. You can review items pertaining to your participation in the LRTP Technical Report, including Appendix C.</p> <p>We particularly valued your comments on wetlands mitigation and stream corridor impacts.</p>
<p>5. Project No. 57 - W. Old Cheney Rd, Coddington Avenue to SW 12th St</p>	<p><u>Comment 11</u></p> <p>Agency: Lincoln Watershed Management Division</p> <p>Comment: Project 57, Old Cheney, Coddington to SW 12th looks like it will involve stream corridor but none is shown. The Environmental Mitigation statement, item 5 on page 88 of the 2030 plan is still appropriate.</p> <p>Response Letter Dated 9/1/2011: Thank you for your comments and suggestions regarding the Lincoln/Lancaster County Comprehensive Plan and Long Range Transportation Plan</p>

	<p>(LRTP). Your participation, along with others', has been taken into consideration for the creation of the draft plan. You can review items pertaining to your participation in the LRTP Technical Report, including Appendix C.</p> <p>We particularly valued your comments on wetlands mitigation and stream corridor impacts.</p>
<p>6. Project No. 87 - Yankee Hill Rd, S. 56th St to S. 70th St</p>	<p><u>Comment 12</u></p> <p>Name: Gary L Hergenrader, member of the County Ecological Advisory Committee</p> <p>Comment: I will comment specifically about one proposed project, No. 87, the widening of Yankee Hill Road from S56th to S70th, and then suggest from that some alternatives for protecting tree masses. I am very familiar with Project 87 as my residence is at 5701 Yankee Hill Road and, based on my conversations with Public Works in 2004 when they were doing some preliminary design work, I know how the proposed project will affect tree masses along Yankee Hill Road.</p> <p>Trees occur in an almost unbroken band on the south side of Yankee Hill Road, from S56 to S70. About the only exception to this is at one property where native grass fronts the road and where the access roads enter Yankee Hill Road. There are no trees within the buffer zone on the north side of Yankee Hill from 56th to 70th. One solution to protecting the existing trees would be to acquire most of the needed ROW for the road widening on the north side of the road. When landowners met with Public Works, it became clear that the 120 foot ROW would not be the biggest impact on the tree mass but rather the grading Public Works said would be needed to be done as part of the project. They told us they would require temporary easements on our properties so they could grade the roadsides to their standards. It would be this action that would remove most of the trees along the south side of Yankee Hill Road. Incidentally, I do not accept the figure in your table that 1.89 acres of trees occur in the buffer zone. I believe it is considerably more than that. In my particular case the proposed grading would remove 108 mature trees and 49 shrubs. These are not "trash" trees. Many of them are landscape "specimen" trees or unusual trees for this area (Usarian pear, Mongolian apricot, Cornelian cherry dogwood, Black Hills spruce, tulip tree, limber pine, etc.). Five others are our grandchildren's "birth" trees. The value of these trees is considerable.</p>
<p>7. Project No. 79 - W. Van Dorn St, SW 40th St to Coddington Avenue</p>	<p><u>Comment 13</u></p> <p>Agency: Lincoln Parks and Recreation Department</p> <p>Comment: The resource map doesn't show it as such, but there is native prairie along the south side of Van Dorn from SW 40th to the golf course for a distance of 800 feet.</p> <p>Response Letter Dated 9/1/2011: Thank you for your comments and suggestions regarding the Lincoln/Lancaster County Comprehensive Plan and Long Range Transportation Plan (LRTP). Your participation, along with others', has been taken into consideration for the creation of the draft plan. You can review items pertaining to your participation in the LRTP Technical Report, including Appendix C.</p> <p>We particularly valued your comments regarding specific project details about floodplain and native prairie.</p>
<p>8. Project No. 94 - NW 48th St, Adams to US-6</p>	<p><u>Comment 14</u></p> <p>Agency: Lincoln Parks and Recreation Department</p> <p>Comment: Shows native prairie, however I believe it has all been dug up for housing.</p>

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<p>9. Project No. 110 - S. 27th St, Rokeby Rd to Saltillo Rd</p>	<p><u>Comment 15</u></p> <p>Agency: Lincoln Parks and Recreation Department</p> <p>Comment: Does not show floodplain, however I believe part of this stretch is in the floodplain.</p> <p>Response Letter Dated 9/1/2011: Thank you for your comments and suggestions regarding the Lincoln/Lancaster County Comprehensive Plan and Long Range Transportation Plan (LRTP). Your participation, along with others', has been taken into consideration for the creation of the draft plan. You can review items pertaining to your participation in the LRTP Technical Report, including Appendix C.</p> <p>We particularly valued your comments regarding specific project details about floodplain and native prairie.</p> <p>Internal Follow-up: Ryan - The third project below Terry found does not show floodplain in the table, but does on the map. Is there a way we could check over the table and compare to mapping data to make sure we didn't miss anything else?</p> <p>The GIS table didn't break the road into the two parts. I didn't realize it got attributed to the wrong segment. The number from the map was attributed to the first segment but not the second, therefore the confusion.</p>

General Comments	Agency Response
<p>Racial and Ethnic Minority</p>	<p><u>Comment 16</u></p> <p>Agency: El Centro de las Américas</p> <p>Comment: I checked the information and everything looks good to me, I don't know how much more information I can provide to you. Thanks for all your work!</p> <p>Response Letter Dated 9/1/2011: Thank you for your comments and suggestions regarding the Lincoln/Lancaster County Comprehensive Plan and Long Range Transportation Plan (LRTP). Your participation, along with others', has been taken into consideration for the creation of the draft plan. You can review items pertaining to your participation in the LRTP Technical Report, including Appendix C.</p> <p>We particularly valued your comments on the need for public transit's service hours to be extended.</p> <p>Comment: We have some clients that buy bus passes here, but it is not a big number to be honest. The only complain that I hear from them is that the busses only runs until 6pm and</p>

that they do not work on Sundays.

Comment 17

Agency: Asian Community and Cultural Center

Comment: Sorry that I have not e-mailed you my comment yet. I have reviewed the information, but I have no comment to make. Everything looks great and I do not know anything to add, or remove.

Low-Moderate Income

Comment 18

Agency: Lincoln Housing Authority

Comment: Road Projects - It appeared to me that the State Road Projects have very little impact on low to moderate-income persons beyond that of the general population. Most of the other street projects do not appear to benefit low to moderate-income neighborhoods either, but are located in newer areas of the city with predominantly middle and upper-middle income households. Will this plan address the need for re-surfacing/maintenance of existing streets in older neighborhoods? Or is the bulk of the money going to building/improving streets in newer neighborhoods? It has always bothered me that there are streets in the core of the City, which are still not paved.

I did not understand the Street Project LMI-PC map in the Arnold Heights area, but will call you to discuss.

Trail Projects - It appears that all trail projects in low-to-moderate income neighborhoods are beneficial, as they are anywhere in the city. They provide no-cost recreation and cheap transportation to jobs and schools. However, I am not sure they are used much. Is there information available on trail use? I make this comment from my own experience. I set myself a goal last year to walk every mile of Lincoln's trail system, rather than just walking the trail nearest my house. I find that the trails in many of the low-to-moderate income neighborhoods, with the exception of the Mo-Pac trail, are not heavily used. In contrast, there are always people on the trails in newer areas. Is that because low-income persons have very little free time for recreation? Is there some other reason? I do not know the answer, but it is a puzzle because the trails in the older neighborhoods are much nicer; they have shade, more interesting views than those in newer areas.

Transit Projects - Will there be maps somewhere in the plan showing the bus routes which are discussed? Not being familiar with the routes, I looked on StarTran's web site. A number of these routes appear to be critical to getting low income persons to work, medical appointments, shopping, or downtown (#41,40,46,47,48). I had difficulty understanding why some of the other routes exist or why they extend out to newer areas such as the Highlands with no obvious destination. Perhaps they get students to schools? I assume there is data somewhere on ridership, which can be tied to these routes and the likely destinations. I know the City is under pressure to reduce bus routes. It has been our experience that the lack of transit to our newer developments (S. 22nd & Pine Lake Road, Yankee Hill Rd. & S. 33rd) has not been an issue because there are employment opportunities, schools, recreation and shopping within walking distance, plus most tenants have cars.

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creation of the draft plan. You can review items pertaining to your participation in the LRTP Technical Report, including Appendix C.

We particularly valued your comments on road, trail, and transit projects and how they could benefit low-to-moderate income neighborhoods.

Response from Parks and Recreation Department: Rashi - here is a possible answer for Beverly: Good question and I don't know what the answer is. This might be a question for the Health Dept. who is able to track more of the types of statistics that would relate to the health of families in different neighborhoods. I do think families that have an active lifestyle are more likely to use our trails than those that have a sedentary lifestyle and we know young families in the middle to higher income neighborhoods seem to participate in more fitness activities. Some of this might relate to more free time to recreate but I don't know that for sure. It does give something to think about and know we need to promote healthier lifestyles with the entire community.

We have done trail counts with Great Plains Trails Network both during the week and on the weekend. The counts were taken during one two hour interval on each day. We tried to get a commuter count with the weekday count and the recreational person on the weekend day. A few samples of those results are as follows:

	Weekday	Weekend
Mopac @ 33rd	122	112
Billy Wolff @ 27th and Pioneers	62	46
Oak Lake @ Charleston	56	61
Dietrich @ 33rd	40	36
Rock Island @ 27th	167	866

I do think that trails are sometimes like streets, if they provide connections to other trails, the trail will have a higher use. This is as you stated, the Mopac, Billy Wolff and Rock island Trails.

Comment 19

Agency: Lancaster County Human Services Coordinator

Comment: Your two highest populate areas for high number of ethnic minority groups and poverty are #93 and #94 and then #31 and #32

- A. Perhaps one could assume since that will be low-income workers who need to get to jobs at various hours, could the department run a bus beyond 6:00 or 7:00 p.m.?
- B. Perhaps the bus drivers on routes #93 and #94, could also speak Spanish
- C. Perhaps if there was a way to know household size, one could un a bus route to school just for kids in that area.
- D. Perhaps bus routes serving low income adults could put bike racks on the front, in case they need to come home after the bus stops running or they need to get to work not directly on the bus route.

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creation of the draft plan. You can review items pertaining to your participation in the LRTP Technical Report, including Appendix C.

We particularly valued your comments on improving the public transit system.

Response from StarTran: Thank you for forwarding the 4/15/11 comments related to proposed transportation projects you received from Kit Boesch. The following are our comments in response to Kit's ideas...

- A. We acknowledge the need for city-wide evening public transportation services. Such extended transit services are a high priority in the Transit Development Program (TDP), as future funding would become available.
- B. StarTran drivers select their work (route, schedule, etc) based on seniority per the ATU labor agreement. As such, management could not require drivers to speak Spanish on designated routes.
- C. StarTran, as a public transit provider, is precluded by Federal regulations from operating service exclusively for children/students (i.e., "yellow bus" service).
- D. Bike racks are available on all StarTran fixed-route services buses.

Comment 20

Agency: Center for People in Need

Comment: I am sorry that I didn't get back to you. It has been a very hectic time and I hardly got my absolutely necessary emails read. I am sorry but it looks like an extensive process of evaluation and time commitment. I will not be able to make that commitment at this time.

Others

Comment 21

Agency: Nebraska Commission For The Blind And Visually Impaired

Comment: Also, I do understand the consideration of minority and other transit dependent groups in the development of this plan, since there is a need to utilize available resources as efficiently as possible; however, I am wondering what considerations have been given to the possible long term effects of concentrating these resources in the areas where they are presently needed the most. My concern is that over time, this will create pockets of poverty in the community, and tend to discourage, and even prevent, successful families from moving away from low income housing and rental properties, to their own homes. This could also significantly limit the choice of places where individuals that are dependent upon transit could choose to live and work, and this certainly could be perceived as a form of institutionalized segregation, especially for the disabled and elderly members of our community. I am wondering what mechanisms are in place to make certain that such an unintended side effect does not result from the planning process?

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We particularly valued your comments on road maintenance, higher-density development, and public transit.

Comment: These comments are based upon my personal and professional experience, and represent my own opinions, and do not necessarily reflect the view of the Nebraska Commission for the Blind and Visually Impaired.

Regarding the current proposed plans for the Lincoln transportation system, for 2040, clearly the “Needs Based Plan” is the best possible option, and I would strongly encourage the City to pursue the necessary funding to achieve the goals of this plan. Reality being what it is, my second choice would be the “Maintenance Based Plan,” since this plan helps to assure that what we have will continue to be well maintained, and continued growth, without the funding necessary to maintain our present infrastructure will lead to an unsustainable level of repair costs that will only further stress the budget, and likely result in a serious decline in the viability of both the city’s transportation system, and economic competitiveness.

Development should lead road construction, not the other way around. Even though this approach would lead to greater congestion, if we continue to promote an automotive based transportation system, it is simply the most practical approach, if funding levels are allowed to remain flat. The congestion issues can best be addressed through a significant increase in viable public transit, and the lack of emphases in this area is the most critical failure in the design of all three of the existing transportation plans.

Given these comments, there are some other issue that I feel should be considered. Future development should be based upon a high density population formula, I. E. the city should only offer to build new infrastructure at the level of cost which would match a high density design, and then if developers choose a lower density design for their projects, they would be responsible for the additional costs. This would encourage smarter growth, and help keep the cost of expansion to more reasonable levels.

While bicycle and hiking trails offer wonderful opportunities for recreation, and this is certainly a necessary part of urban life, two factors need to be considered when planning for future projects. First of all, our population is aging, and although older individuals do make use of these trails for recreation, they generally do not represent a viable transportation method for most of the people that currently use them, especially during inclement weather, and this is likely an even greater factor for older members of our community. This lack of usefulness as a transportation system is not simply a factor of weather and the impractical distances, but also the design of the current trail system, they just don’t go anywhere.

The second consideration in the future development of the bicycle and hiking trails needs to be in regard to their design to assure that they are a workable component of the overall transportation system, either connecting with business areas, or public transit. A portion of this funding may be better spent on improving existing sidewalk systems, and public transit, even though the funding for the trail projects is relatively limited. There will also be a need to educate the public regarding the interconnection of bicycle and pedestrian pathways with the public transit system, and the overall configuration of the city’s business areas.

This brings to the matter of public transit. This must become a much more central component of the future planning for the city of Lincoln, and a failure to do so will simply continue the ongoing struggle with congestion, unsustainable costs for road maintenance and construction, and a host of environmental problems. Effective public transit would reduce the need to widen roads, while reducing congestion. Damage to the roadway system would also be more limited, since traffic levels could reasonably be expected to be reduced. This would also address many of the increasing environmental problems that our city is facing.

From the stand point of our citizen's well being, public transit is overall a safer form of transportation; therefore it would help reduce costs related to traffic accidents. It would also provide a viable option for members of our aging population, with many benefits. For the individual, public transit is less expensive than operating a private vehicle, it would give those that no longer feel comfortable with driving, and an option that they can feel is acceptable, safeguarding both their finances and independence. For blind members of our community, effective, efficient public transit is a critical resource in assuring they access to employment, shopping, medical care, all forms of social activity, and their ability to be contributing members of our community. In order for public transit to meet this level of need, it must be regular, frequent, and operate well into the evening hours.

There are two primary factors that currently discourage the use and support of public transit in our city, fear and disdain. People are afraid of not being able to reach their destination, especially the possibility that they will not be able to return home toward the end of the service day, or that using public transit will require so much of their time, that it is not worth the effort. To be honest, these fears are completely justified with the transit system we presently have in place. The second issue has to do with the public perception regarding those that use the transit system. Many believe that the majority of individuals that ride the buses are of an undesirable or even dangerous nature. This is simply false; however, with the current system, which tends to discourage ridership, a larger percentage of individuals that do use transit tend to be dependent upon the system either for reasons of economic circumstances or disability. This creates a skewed perception of this population.

There is also some discussion of a further redesign of the bus route system, intended to better serve those areas of the city where ridership is greatest, with consideration given to low income groups. While on the surface this appears to make good sense, it has the potential to create pockets of poverty and discourage broader utilization of the public transit system. This would also tend to limit possible locations where those that rely on transit for non-economic reasons, such as older individuals and those that have disabilities that prevent them from driving, can choose to live. This could seriously interfere with their ability to find employment, access medical care, reach shopping centers, attend church and other community activities, and provide for their families. These problems could sharply increase the demand on an already over burdened social service system, and for many seniors, could be the determining factor as to whether they are able to remain in their own home, or be forced to move into nursing facilities, at great cost to our community .

If the existing bus system is to be redesigned, then there will need to be a significant shift in the thinking in this regard. Locating the main hub for the system is simply ineffective, and wastes resources. The current loop system also adds to the problem, since connecting with other buses is not as reliable as it should be. Replacing the current design should include changing the current loop system to a terminal design, and locating this center of the transit system close to the center of the city, approximately at 48th and "O" streets. This would allow for much shorter distances to the end of each bus line, and therefore shorter turn around times on each route. This would also allow buses to be scheduled on a "pulse" system so that all of the buses arrive at the terminal at the same time, and allowing for much greater ease of transfers. This system could cover the majority of Lincoln, without increasing costs, and at the same time reduce travel time for most passengers. To meet the needs of the western portion of the city, it would be necessary to have a secondary hub in downtown, which could be based on the current design, but the number of buses involved in this area would be very

limited. One other advantage of a terminal is that space in the building could be rented out to businesses that would serve the commuting public, such as a coffee shop, fast food restaurant, or news stand, which would help increase revenues for the transit system.

Another possible approach to improving the transit system that would allow for a more efficient use of available resources would involve employing new technology. In such a system, buses would follow a semi-fixed routes system, but would allow riders not located along these routes to call buses off route to either be picking up, or dropped off closer to a desired location. Such a system would use a computer driven telecommunication system, which would allow passengers to call from either a land based, or cell phone, and request a bus to pick them at a location within reasonable walking distance, or when boarding a bus, the passenger could request to be dropped off at a location off route, within a certain distance from the semi-fixed route. Since the buses would be leaving the terminal at the same time, they would tend to be at similar distances from the terminal at any given time, and therefore, with the ability to flex off route, it would be possible to design the system so that passengers could request to transfer to one of the neighboring bus routes, without the need to go to the terminal, shortening their travel time even more in some cases. The necessary technology presently exists to allow such a system to be created, and would simply require the pulling together the necessary components to make it viable.

I recognize that some of these suggestions may seem farfetched, but in reality, if Lincoln is to successfully meet the challenges of the next thirty years, thinking outside of the normal frame of reference is going to be necessary. It will also require true leadership, rather than the politics of expedience, and this may be the greatest challenge we are facing in solving the problems our community will need to overcome.

Thank you,

Jeff Altman NOMCT CVRCB

Historic Sites and Districts

Comment 22

Agency: Historic Preservation Planner, Lincoln-Lancaster County Planning Department

Comments: Map Comments - Pioneers Park is mapped as a site (point), but probably should be mapped as a district (polygon) as it encompasses 500 acres, putting it in proximity to Coddington and West Van Dorn trails and street projects. Woodshire Historic District is not mapped. No streets or trails projects appear to be in proximity.

General comment on Methodology: For this broad-brush level of planning, mapping to identify designated cultural resources in proximity to potential projects is appropriate, mostly to serve as an early reminder:

- that actual project planning should consider both designated cultural resources and those eligible for the National Register of Historic Places, but not yet identified;
- that projects that are federal undertakings (federal funding or approvals) require review under Section 106 of the National Historic Preservation Act;
- that early planning, once actual projects are programmed, helps avoid, minimize, or mitigate adverse impacts on cultural resources.

It also bears mentioning that proximity alone does not constitute adverse impact, and in fact well-designed improvements and especially system maintenance can benefit historic resources, especially neighborhood districts.

Similarly, trails may have no adverse impact or even be beneficial to the livability of residential areas and revitalization of commercial areas.

Response Letter Dated 9/1/2011: Thank you for your comments and suggestions regarding the Lincoln/Lancaster County Comprehensive Plan and Long Range Transportation Plan (LRTP). Your participation, along with others', has been taken into consideration for the creation of the draft plan. You can review items pertaining to your participation in the LRTP Technical Report, including Appendix C.

We particularly valued your comments on project planning for areas that may impact historic resources.

Environmental Conflict Table and Maps

2040 LRTP Urban Area Street System Improvements

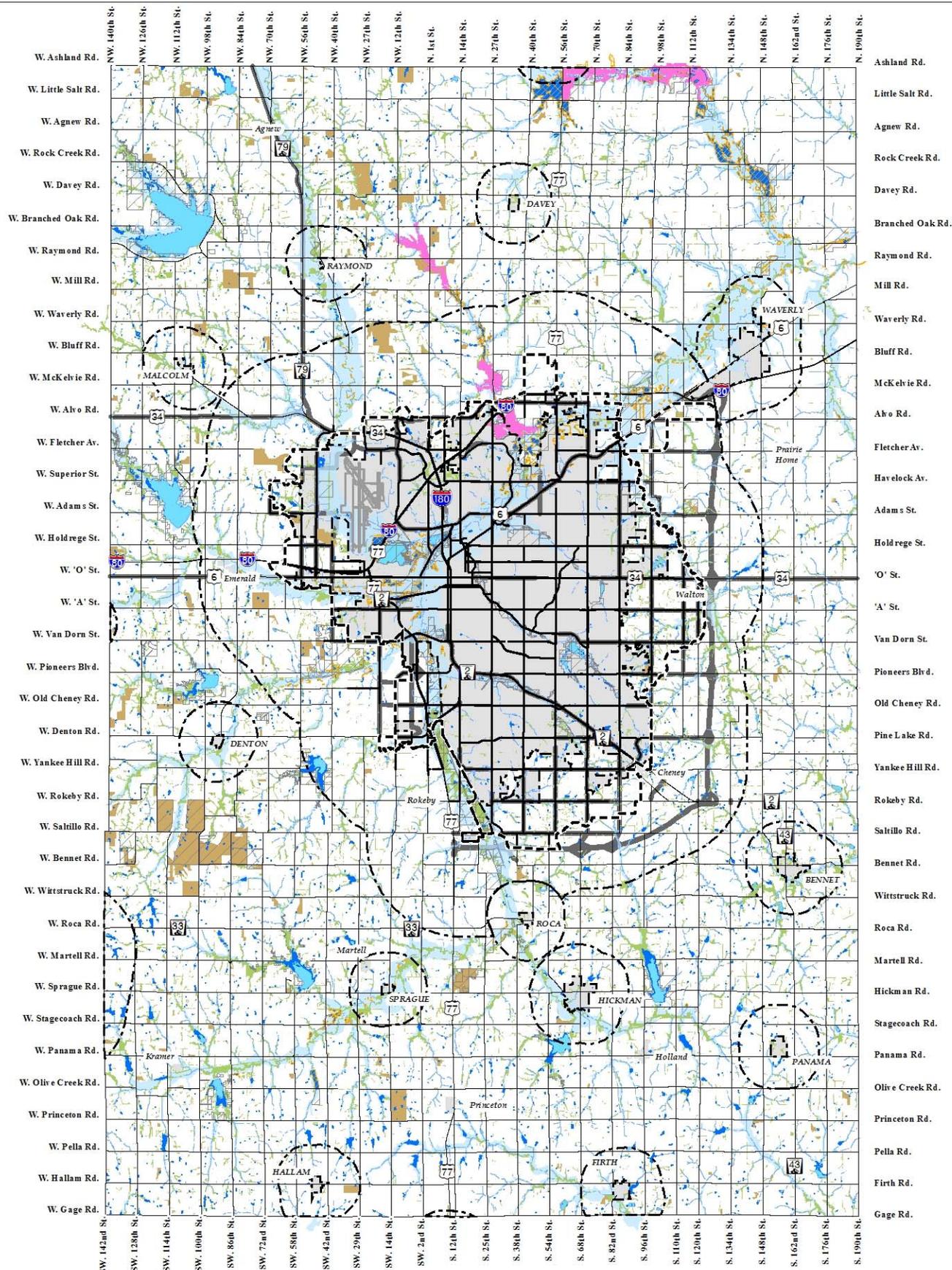
Facility		Potential Resource Conflicts							
		(Area of analysis includes right of way plus an addition 100 feet either side of all Sts - total 320 foot width)							
		Wetlands	Saline Wetlands	Tree Mass	Prairie	Flood Plain	Protected Area for Endangered Species	Miles of Stream Corridor	Number of Stream crossings
State Projects									
1	US-34 East, 84th St to east county line	1.00	1.00	14.81	2.93	46.94		0.61	3.00
2	US-34 West, west city limits to west county line	0.64	1.44	9.77		110.31		1.10	5.00
3	US-6 West, west city limits to west county line	0.03	0.03	9.53		62.21		0.70	7.00
4	US-77 and Warlick Blvd Intersection			3.68		59.27		0.09	1.00
5	US-77 and West Pioneers Blvd Intersection							0.09	
6	US-79, US-34 to County Line	0.77	0.77	11.63		148.24		2.10	10.00
Proposed Street Projects									
7	W. Adams St, NW 70th St to NW 56th St			5.90					
8	W. Adams St, NW. 48th St to NW 38th St	0.08	0.08	2.68		18.14		0.49	2.00
9	Adams St, N. 90th to N. 98th St	0.26	0.26	4.54		14.40		0.36	1.00
10	Adams St, N. 98th St to East Beltway	0.07	0.07	10.62	2.07	34.36		0.41	2.00
11	Arbor Rd, N. 56th St to N. 70th St		0.03	2.46				0.09	1.00
12	Arbor Rd, N. 27th St to N. 56th St	0.03	1.03	5.30	1.92	6.76	0.0015	0.37	4.00
13	Alvo/Arbor, N. 14th St to N. 27th St	1.03	0.21	0.41	0.97	10.00		0.06	1.00
14	W. Alvo Rd, NW 27th St to NW 12th St	0.21		2.20	2.98			0.16	1.00
15	W. Alvo Rd, NW 12th St to N. 1st St			1.74				0.10	1.00
16	Alvo Rd, N. 1st St to N. 7th St	0.23	0.23	7.16	3.21			0.10	1.00
17	Alvo Rd, N. 7th St to N. 14th St				0.67				
18	Alvo Rd, N. 98th St to 1/4 mile east of N. 120th	1.45	1.45	3.00	3.70	9.51		0.13	1.00
19	Antelope Valley P2, Adams St, 35th St. area over 33rd to Huntington Ave							0.17	
20	Antelope Valley P2, Ant.Valley Rdwy, East Leg End to N/O Corn. Hwy. to Superior, Salt Creek			2.39		85.62		0.42	3.00

21	Antelope Valley P2, Huntington Ave., P1 connection to N. 33rd St AV					26.39		0.42	1.00
22	Antelope Valley P2,N. 33rd St. US-6 to Huntington Ave. RR Rdwy Underpass					17.60			
23	W. "A" St, SW. 40th St to Coddington Avenue	0.04	0.04	11.52		1.58		0.28	3.00
24	W. "A" St, Coddington to Folsom	0.31	0.31			9.34		0.09	1.00
25	"A" St, S. 112th St to S. 120th St			1.23		1.56			
26	"A" St, S. 84th St to S. 112th St			8.08		2.35		0.00	
27	S. Coddington Avenue, Van Dorn St to Denton Rd	1.10	1.10	2.01		24.53		0.44	3.00
28	US-6 (Corn. Hwy), I-80 Exit 399 (NW 12th) to N. 11th St	0.27	0.27	0.29		30.58		0.51	2.00
29	US-6 (Corn. Hwy), N. 11th St to N. 20th St					40.55		0.17	1.00
30	US-6 (Corn. Hwy), N. 20th St to N. 33rd St	0.46	0.46			50.33		0.09	2.00
31	US-6 (Corn. Hwy), 33rd St to N. 56th St					1.21		0.09	1.00
32	US-6 (Corn. Hwy), 56th St to N. 84th St	0.41	0.41	2.10		13.72		0.56	3.00
33	US-6 (Corn. Hwy), N. 84th St to Waverly Interchange (Exit 409)	0.67	0.67	1.61		76.12		0.70	4.00
34	W. Cummings St, NW 56th St to NW 52nd St			2.46		0.26		0.20	1.00
35	W. Cummings St, NW 48th St to NW 38th St	0.36	0.36	0.60		28.79		0.81	1.00
36	W. Denton Rd, Coddington Avenue to Folsom St			1.80					
37	Denton Rd, S. Folsom St to Amaranth Lane								
38	East Beltway, I-80 to Hwy-2	3.17	3.17	45.08		92.03		3.25	18.00
39	W. Fletcher Avenue, NW 31st St to NW 27th St	0.54	0.54						
40	W. Fletcher Avenue, NW 27th St to NW 13th St	0.61	0.61	0.47					
41	Fletcher Avenue, N. 14th St to Tellride Drive	0.55	0.55	5.10				0.31	1.00
42	Fletcher Avenue, US-6 to N. 84th St			1.51		18.40		0.61	1.00
43	Fletcher Avenue, N. 84th St to East Beltway			4.13		41.66			3.00
44	S. Folsom St, Pioneers Blvd to Denton Rd			0.14				0.36	1.00
45	S. Folsom St, W. Van Dorn St to Pioneers Blvd					19.47		0.30	1.00
46	Havelock Avenue, N. 70th St to N. 84th St					10.82		0.08	1.00
47	Havelock Avenue, N. 84th St to N. 98th St	0.11	0.11	2.12		39.01		0.12	1.00

48	Hwy-2, Old Cheney Rd to S. 84th St	0.50	0.50	3.85		2.11		0.18	1.00
49	Hwy-2, Van Dorn St to Old Cheney Rd					71.73		0.68	3.00
50	W. Holdrege St, NW 56th St to NW 48th St							0.35	1.00
51	W. Holdrege St, NW 48th St to NW 40th St			3.25	5.16				
52	Holdrege St, N. 86th St to N. 98th St	0.78	0.78	5.74		21.71		0.35	2.00
53	Holdrege St, N. 98th St to N. 112th St			6.07					
54	Normal Blvd, S. 58th St to Van Dorn St					0.80		0.09	1.00
55	US-34 ("O" St.), Antelope Valley N/S Rdwy. (19th St.) to 46th St					1.72		0.15	1.00
56	US-34 ("O" St), Wedgewood Drive to 98th St			6.34		14.44		0.80	2.00
57	W. Old Cheney Rd, Coddington Avenue to SW 12th St		0.00						
58	W. Old Cheney Rd, SW 12th St to US-77					1.34			
59	Old Cheney Rd, S. 88th St to S. 98th St			0.22					
60	Pine Lake Rd, S. 57th St to Hwy-2			7.48		20.05		0.47	2.00
61	Pine Lake Rd, S. 98th St to East Beltway	0.01	0.01	6.08		5.59		0.40	1.00
62	W. Pioneers Blvd, Coddington Avenue to SW 12th St								
63	W. Pioneers Blvd, SW 12th St to US-77								
64	Pioneers Blvd, S. 86th St to S. 98th St			4.84	4.27	0.32		0.31	
65	Pioneers Blvd, S. 98th St to S. 112th St			3.64	3.68	0.43		0.18	1.00
66	Pioneers Blvd, S. 112th St to East Beltway			1.87		6.11			1.00
67	Rokeby Rd, S. 27th St to S. 40th St			2.03		12.34		0.13	1.00
68	Rokeby Rd, S. 40th St to S. 56th St			10.80		21.88		0.90	2.00
69	Rokeby Rd, S. 56th St to S. 84th St			17.37		16.65		0.62	2.00
70	Saltillo Rd, US-77 to S. 27th St			7.77		23.73		0.84	4.00
71	Saltillo Rd, S. 27th St to S. 40th St			3.35				0.05	
72	Saltillo Rd, S. 40th St to S. 56th St			2.73		13.69		0.29	
73	Saltillo Rd, S. 56th St to S. 70th St			3.69		0.20			
74	Saltillo Rd, S. 70th St to S. 84th St			3.30		2.45			
75	South Beltway, US-77 to Hwy-2 (20% Local Match)	2.00	2.00	26.72		189.05		2.54	16.00
76	US-6 (Sun Valley Blvd.), Corn. Hwy (US-6) to W "O" St.(US-6), including R.R Overpass (local 20% share)	4.71	4.71			104.19	37.09	0.56	3.00
77	Sun Valley Blvd. Extension, US-6 to Rosa Parks Way, including Overpass	11.54	11.54			37.02	4.91	0.20	2.00

78	W. Superior St, NW 70th St to NW 56th St	0.03	0.03	3.63	8.02				
79	W. Van Dorn St, SW 40th St to Coddington Avenue	0.40	0.40	10.62					
80	W. Van Dorn St, Coddington Avenue to US-77	0.07	0.07			29.68			
81	Van Dorn St, Normal Blvd to S. 84th St			0.90		0.16	0.36	2.00	
82	Van Dorn St, S. 84th St to S. 112th St			12.60		5.77			
83	Van Dorn St, S. 112th St to S. 120th St			8.02					
84	W. Webster St, NW 38th St to NW 31st St					11.98			
85	Yankee Hill Rd, S. 14th St to S. 27th St			0.96		2.85	0.76	1.00	
86	Yankee Hill Rd, S. 40th St to S. 56th St	0.08	0.08	2.51			0.34	1.00	
87	Yankee Hill Rd, S. 56th St to S. 70th St			1.89		1.17	0.50	1.00	
88	Yankee Hill Rd, S. 70th St to S. 84th St			2.31		2.19	0.29	2.00	
89	Yankee Hill Rd, S. 84th St to Hwy-2			0.35		2.45	0.06	1.00	
90	NW 70th St, W. Superior St to W. Adams St	0.33	0.33	6.26			0.14	1.00	
91	NW 56th St, W. Partridge Lane to W. "O" St			1.18	2.95				
92	NW. 56th St, W. Cummings St to W. Superior St			2.93	4.65				
93	NW 48th St, US-34 to Adams	4.70	4.70	10.65		33.37	0.33	3.00	
94	NW 48th St, Adams to US-6	0.00	0.00	3.52	7.50				
95	NW 40th St, W. Holdrege St to W. Vine St			2.00	1.07				
96	NW 40th St, W. Vine St to US-6, including I-80 Overpass			1.27					
97	SW 40th St, US-6 to W. "A" St	1.94	1.94	4.94		32.75	0.20	2.00	
98	SW 40th St, W. "A" St to W. Van Dorn St	0.13	0.13	7.85					
99	NW 38th St, W. Cummings St to W. Webster St					24.68			
100	NW 38th St, W. Adams St to W. Holdrege St	1.16	1.16	10.14	8.00	28.52	0.01		
101	NW 31st St, W. Webster St to US-34					3.25	0.09	1.00	
102	NW 27th St, Highway 34 to Alvo Rd						0.14	2.00	
103	NW 12th St, W. Alvo Rd to Fletcher Avenue , US 34 Overpass			0.98					
104	NW 12th St, W. Fletcher Avenue to Highlands Blvd			1.92					
105	SW 12th St, W. Pioneers Blvd. to Denton Rd			0.76					
106	N. 1st St, Alvo Rd to US-34			5.09	1.83				

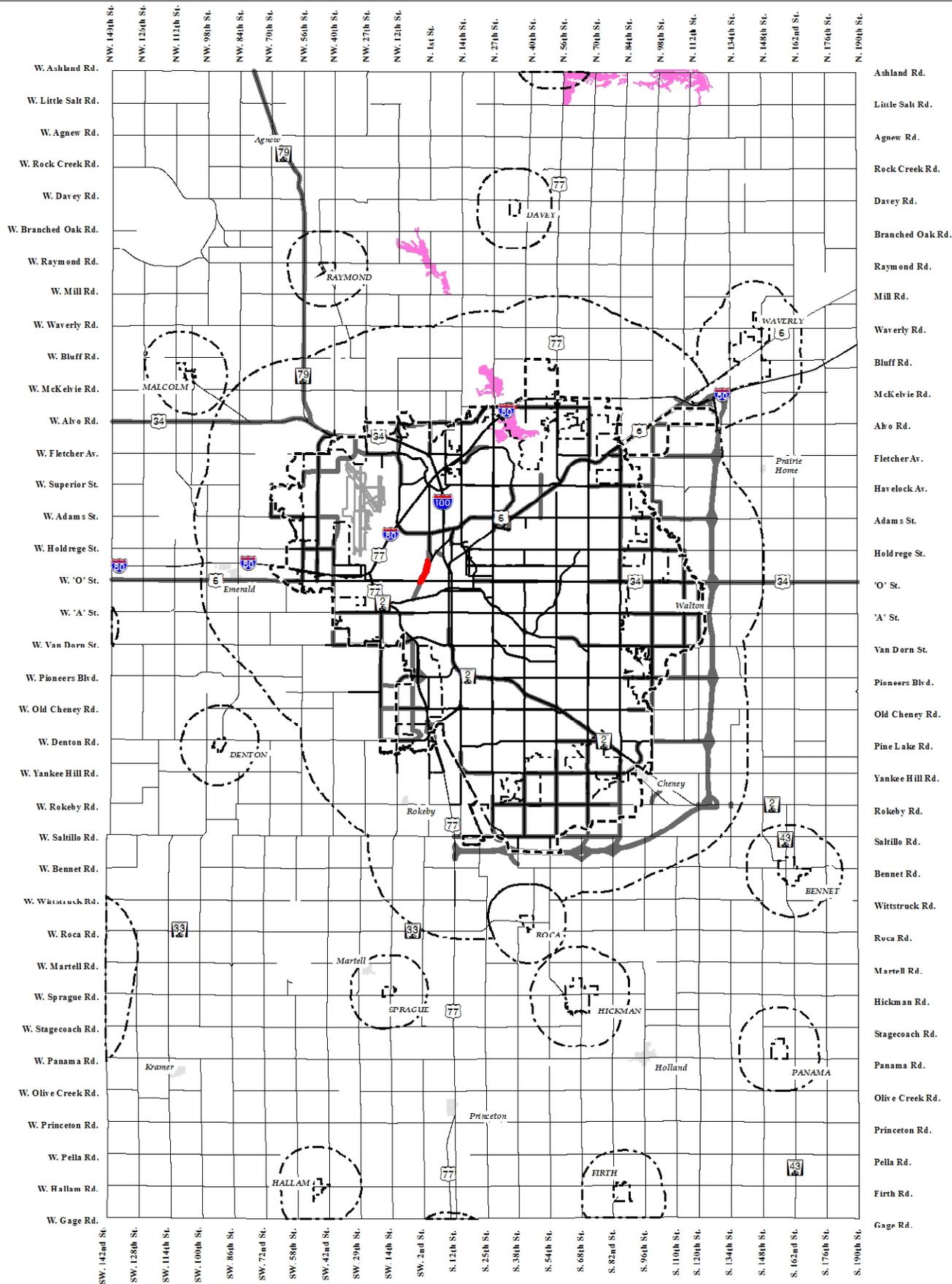
Proposed Trails Projects 304.72 miles of Trails in the City and County (Area of analysis includes 50 feet either side of all trails - 100 foot total width)"	97.02	87.55	338.58	26.00	1398.41	129.18	19.82	
Total	142.14	133.47	876.28	97.32	3646.32	171.18	56.74	190.00



LANCASTER COUNTY ENVIRONMENTAL RESOURCES

- Streams
- Tiger Beetle Critical Habitat
- Treemass
- 220 Ft Project Buffer (120 Ft of ROW & additional 100 Ft Buffer)
- Future Service Limit
- Lakes
- NWI Wetlands
- City and Village Limits
- Grasslands
- Saline Wetlands
- Conservation Easements (Assessor, Planning, Public Works, LPSNRD)
- FEMA Floodplain



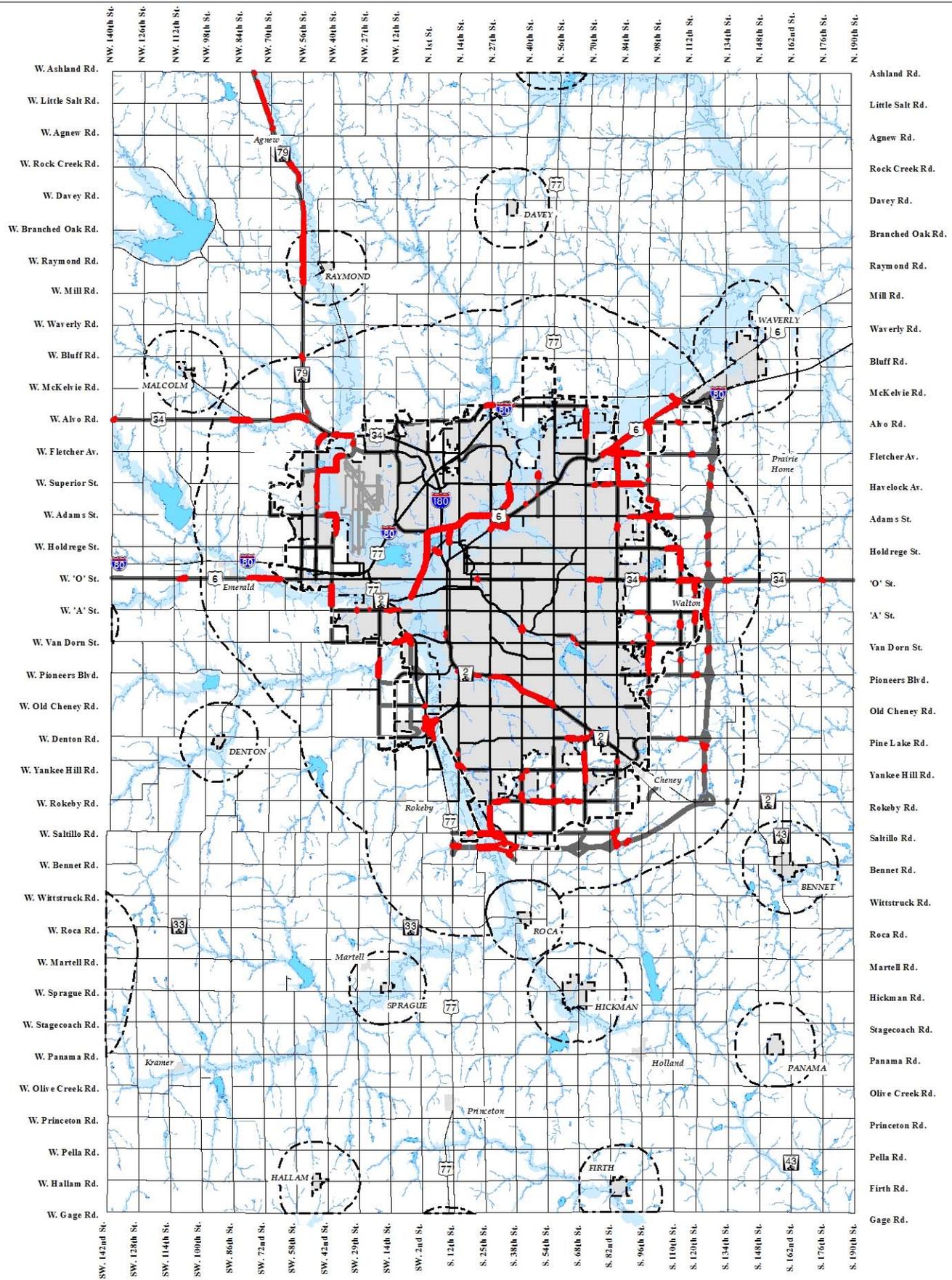


LANCASTER COUNTY ENVIRONMENTAL RESOURCES

Street Project - Endangered Species Conflict Areas

- Streams
- Tiger Beetle Critical Habitat
- Treemass
- 220 Ft Project Buffer (120 Ft of ROW + additional 100 Ft Buffer)
- Future Service Limit
- Lakes
- MWI Wetlands
- Street Project Conflict Areas
- City and Village Limits
- Grasslands
- Saline Wetlands
- FEMA Floodplain
- Conservation Easements (Assessor, Planning, Public Works, LPSNRD)





LANCASTER COUNTY ENVIRONMENTAL RESOURCES

Street Project - Floodplain Conflict Areas

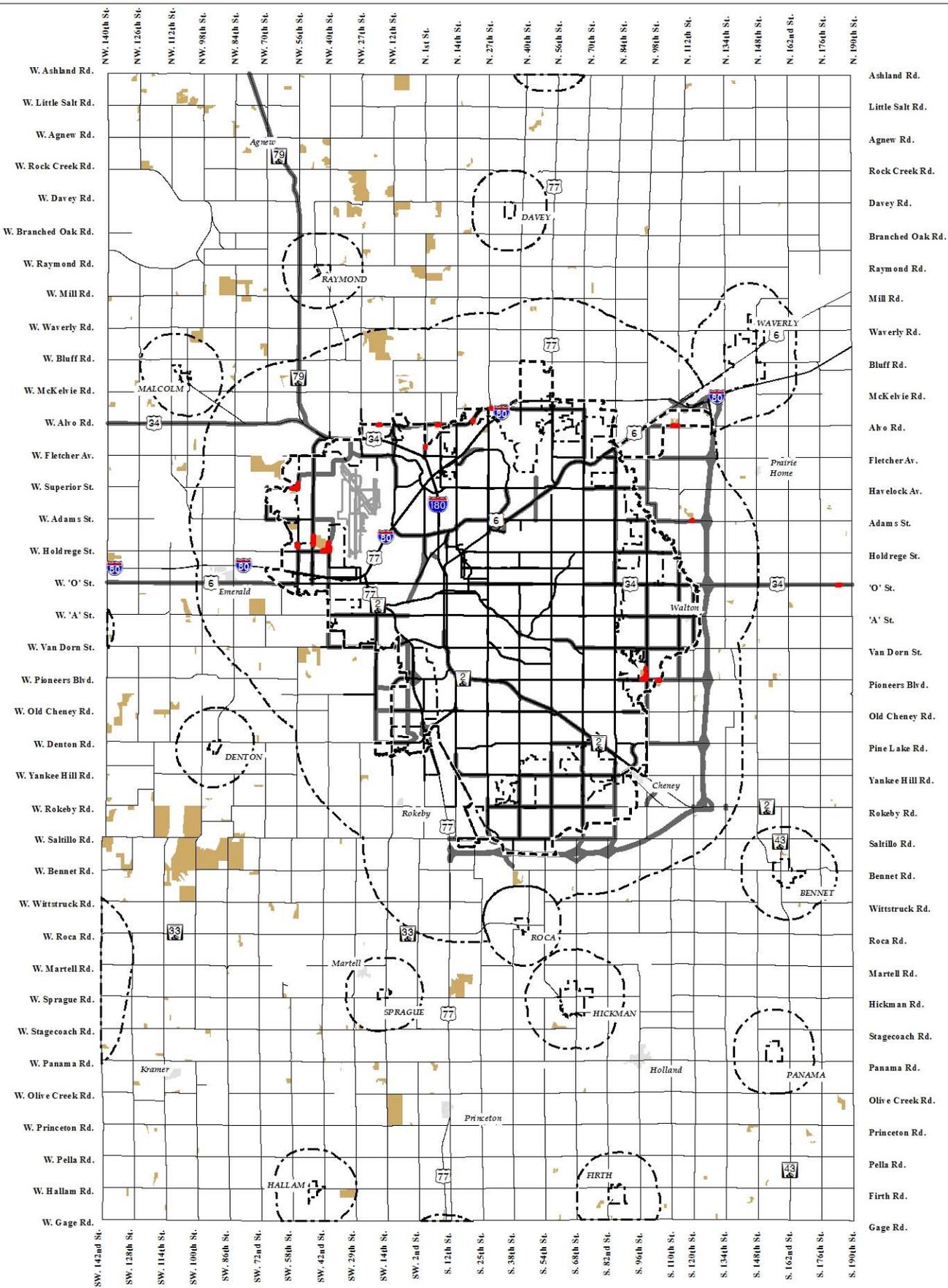
- Streams
- Future Service Limit
- City and Village Limits
- Conservation Easements (Assessor, Planning, Public Works, LPSNRD)

- Tiger Beetle Critical Habitat
- Lakes
- Grasslands
- FEMA Floodplain

- Treemass
- NWI Wetlands
- Saline Wetlands

- 220 Ft Project Buffer (120 Ft of ROW + additional 100 Ft Buffer)
- Street Project - Conflict Areas





LANCASTER COUNTY ENVIRONMENTAL RESOURCES

Street Project - Prairie/Grassland Conflict Areas

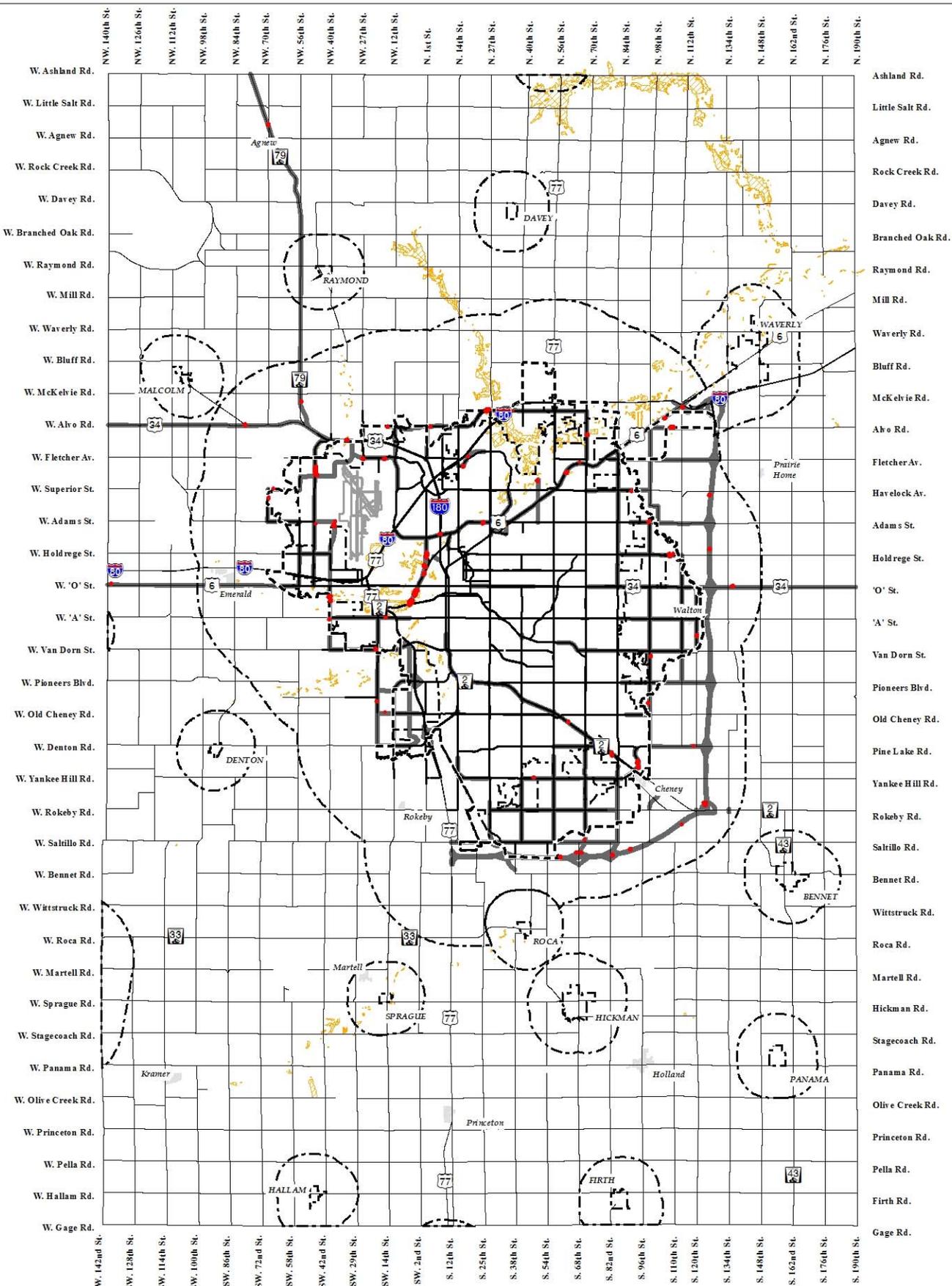
- Streams
- Future Service Limit
- City and Village Limits
- Conservation Easements (Assessor, Planning, Public Works, LPSNRD)

- Tiger Beetle Critical Habitat
- Lakes
- Grasslands
- FEMA Floodplain

- Treemass
- NWI Wetlands
- Saline Wetlands

- 220 Ft Project Buffer (120 Ft of ROW + additional 100 Ft Buffer)
- Street Project - Conflict Areas





LANCASTER COUNTY ENVIRONMENTAL RESOURCES

Street Project - Saline Wetland Conflict Areas

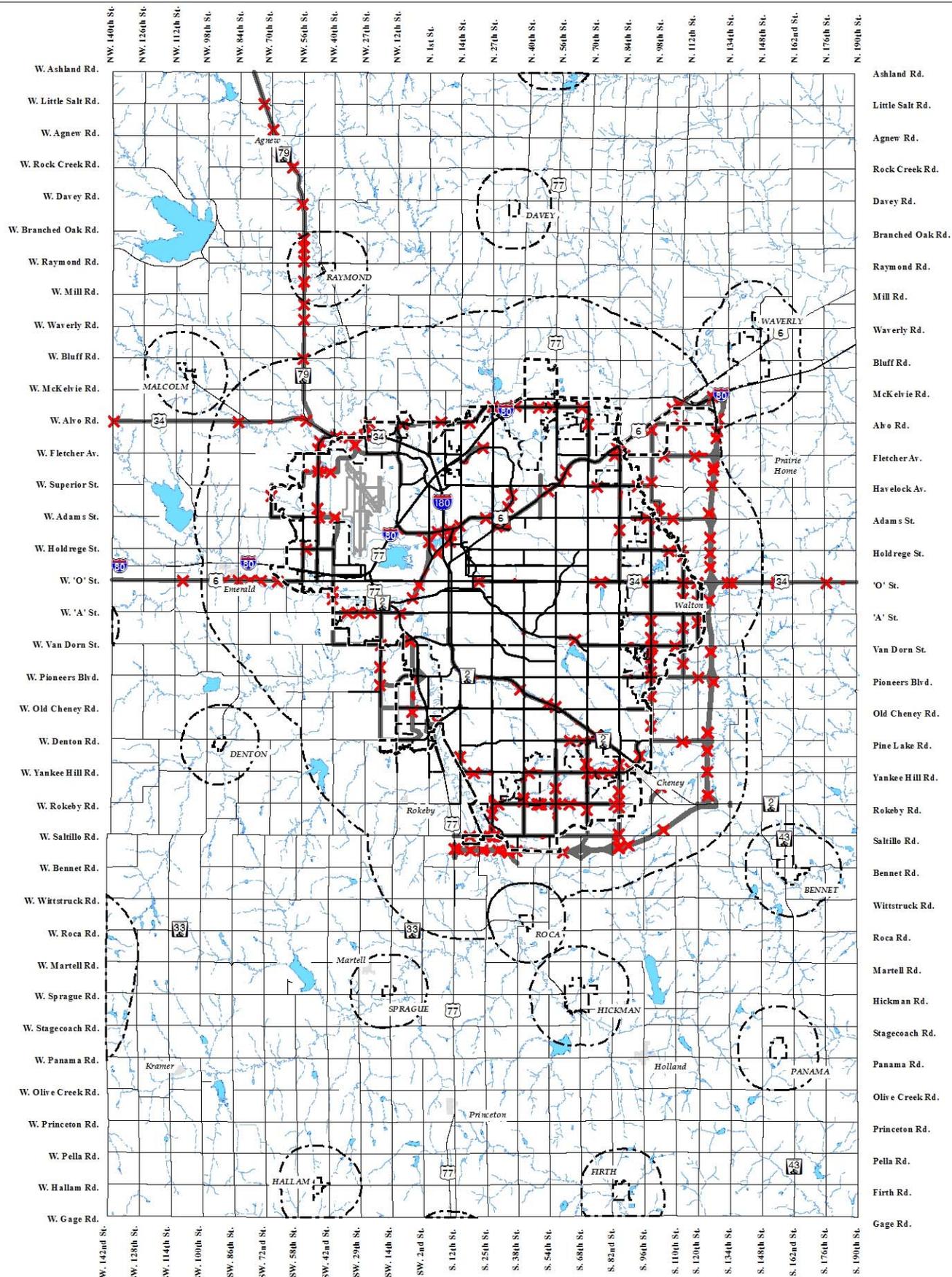
- Streams
- Future Service Limit
- City and Village Limits
- Conservation Easements (Assessor, Planning, Public Works, LPSNRD)

- Tiger Beetle Critical Habitat
- Lakes
- Grasslands
- FEMA Floodplain

- Treemass
- NWI Wetlands
- Saline Wetlands

- 220 Ft Project Buffer (120 Ft of ROW + additional 100 Ft Buffer)
- Street Project - Conflict Areas





LANCASTER COUNTY ENVIRONMENTAL RESOURCES

Street Project - Stream Conflict Areas

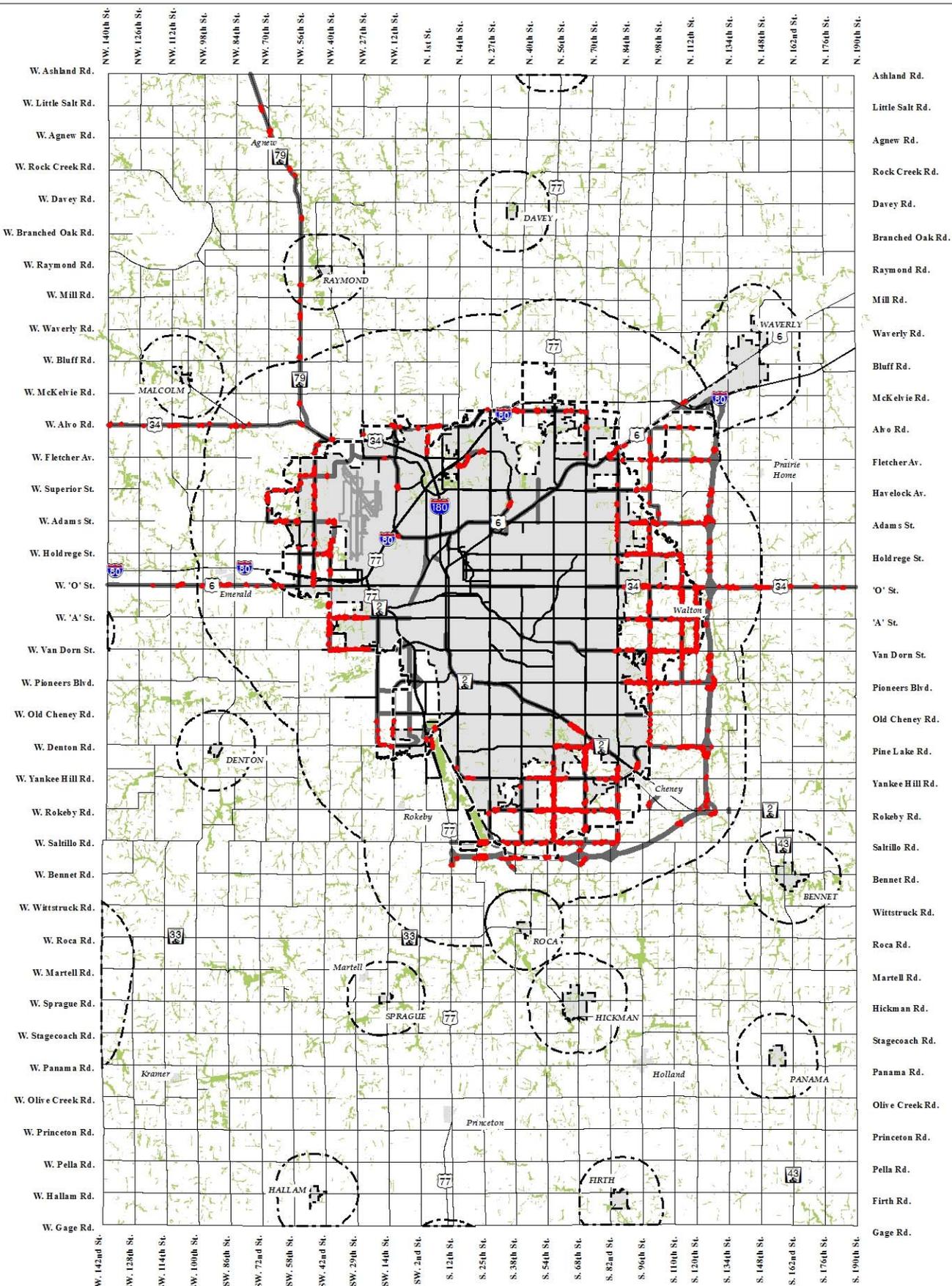
- Streams
- Future Service Limit
- City and Village Limits
- Conservation Easements (Assessor, Planning, Public Works, LPSNRD)

- Tiger Beetle Critical Habitat
- Lakes
- Grasslands
- FEMA Floodplain

- Treemass
- NWI Wetlands
- Saline Wetlands

- 220 Ft Project Buffer (120 Ft of ROW + additional 100 Ft Buffer)
- Road Project / Stream Intersections (193 Intersections)
- Streams in Street Project Buffer (37.38 Stream Miles)





LANCASTER COUNTY ENVIRONMENTAL RESOURCES

Street Project - Treemass Conflict Areas

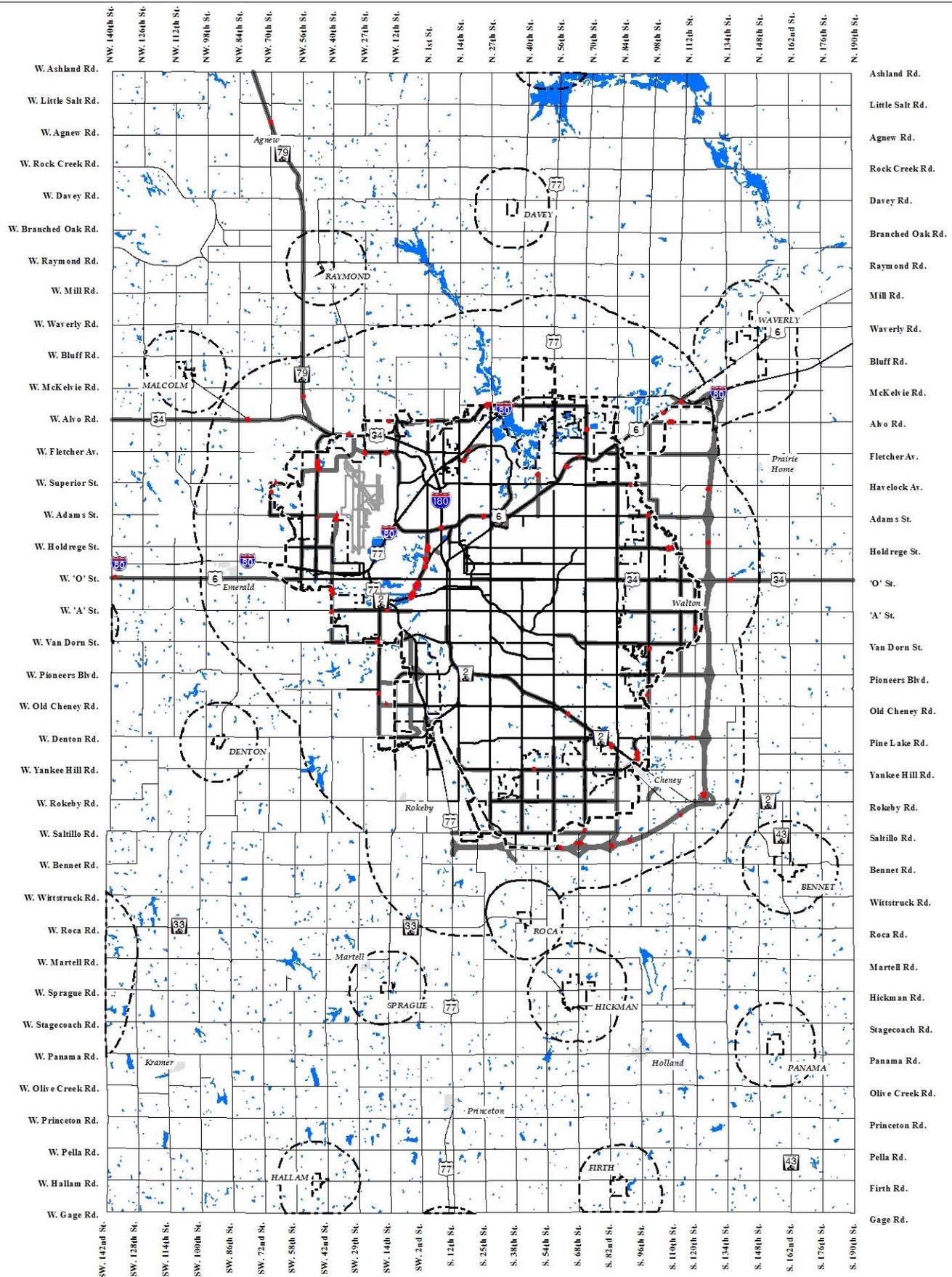
- Streams
- Future Service Limit
- City and Village Limits
- Conservation Easements (Assessor, Planning, Public Works, LPSNRD)

- Tiger Beetle Critical Habitat
- Lakes
- Grasslands
- FEMA Floodplain

- Treemass
- NWI Wetlands
- Saline Wetlands

- 220 Ft Project Buffer (120 Ft of ROW & additional 100 Ft Buffer)
- Street Project - Conflict Areas





LANCASTER COUNTY ENVIRONMENTAL RESOURCES

Street Project - Wetland Conflict Areas

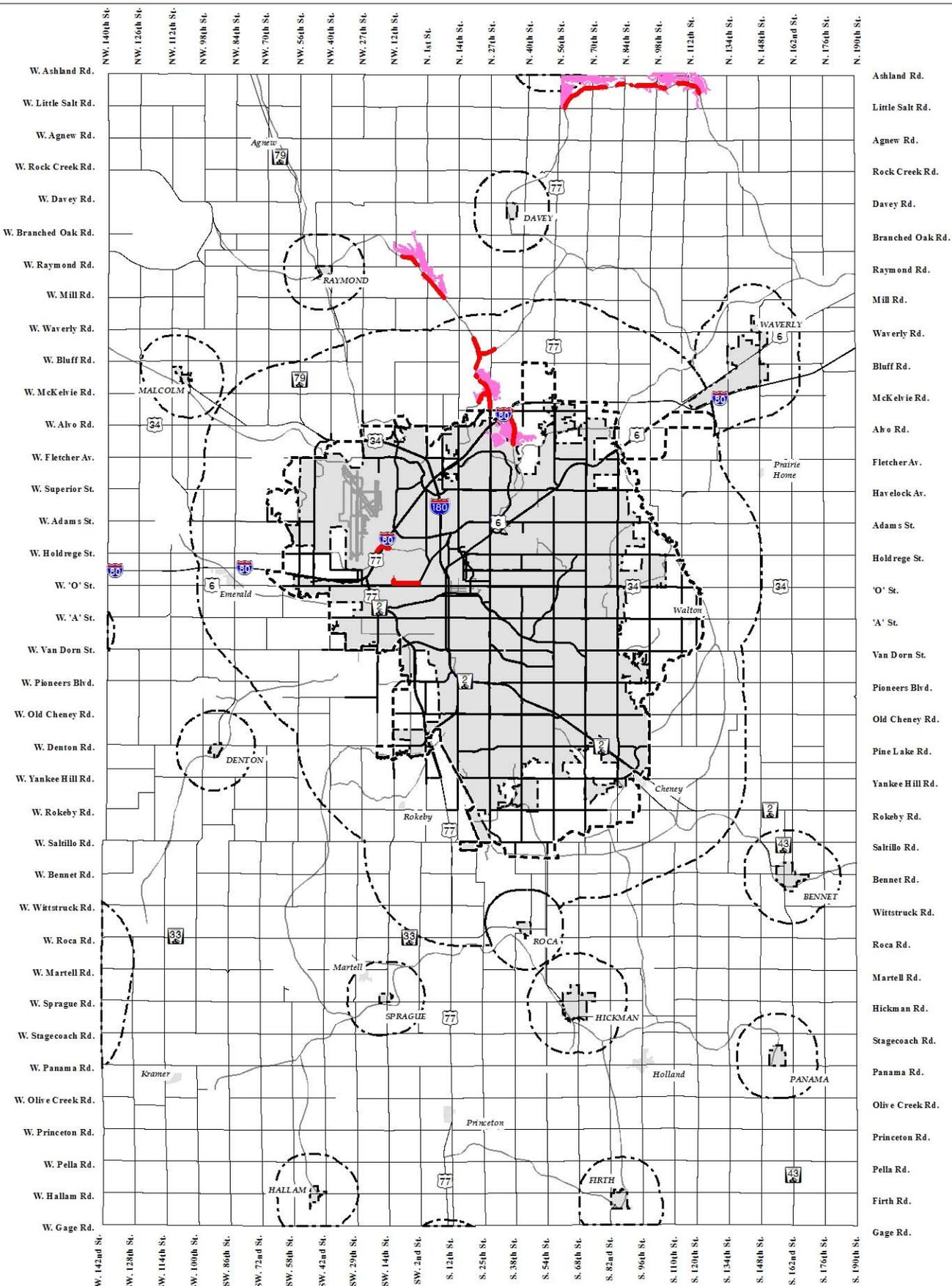
- Streams
- Future Service Limit
- City and Village Limits
- Conservation Easements (Assessor, Planning, Public Works, LPSNRD)

- Tiger Beetle Critical Habitat
- Lakes
- Grasslands
- FEMA Floodplain

- Treemass
- NWI Wetlands
- Saline Wetlands

- 220 Ft Project Buffer (120 Ft of ROW + additional 100 Ft Buffer)
- Street Project - Conflict Areas



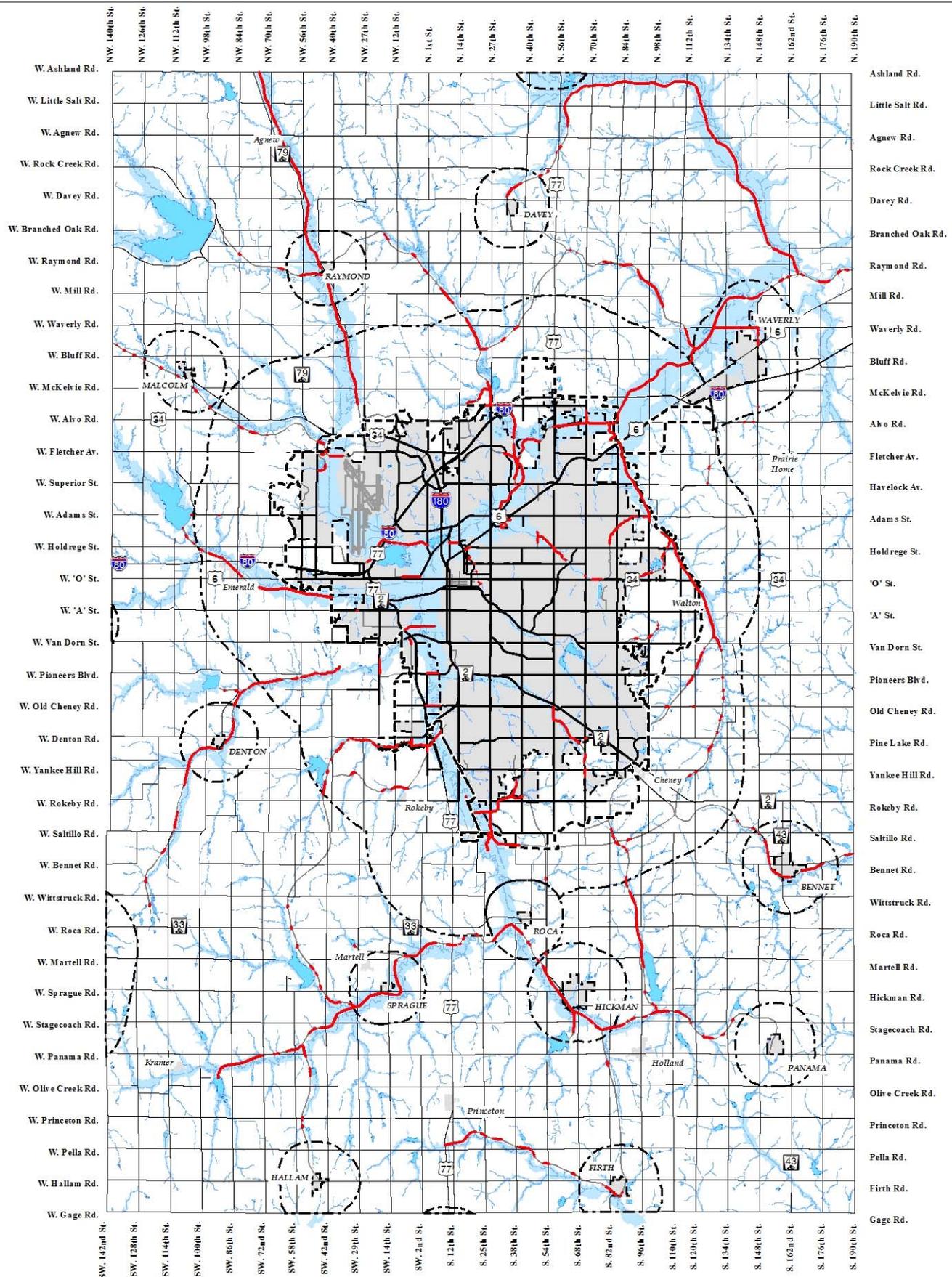


LANCASTER COUNTY ENVIRONMENTAL RESOURCES

Trail Project - Endangered Species Conflict Areas

- Streams
- Tiger Beetle Critical Habitat
- Treemass
- Future Service Limit
- Lakes
- NWI Wetlands
- City and Village Limits
- Grasslands
- Saline Wetlands
- FEMA Floodplain
- 50 Ft Trail Project Buffer
- Trail Project - Conflict Areas
- Conservation Easements (Assessor, Planning, Public Works, LPSNRD)



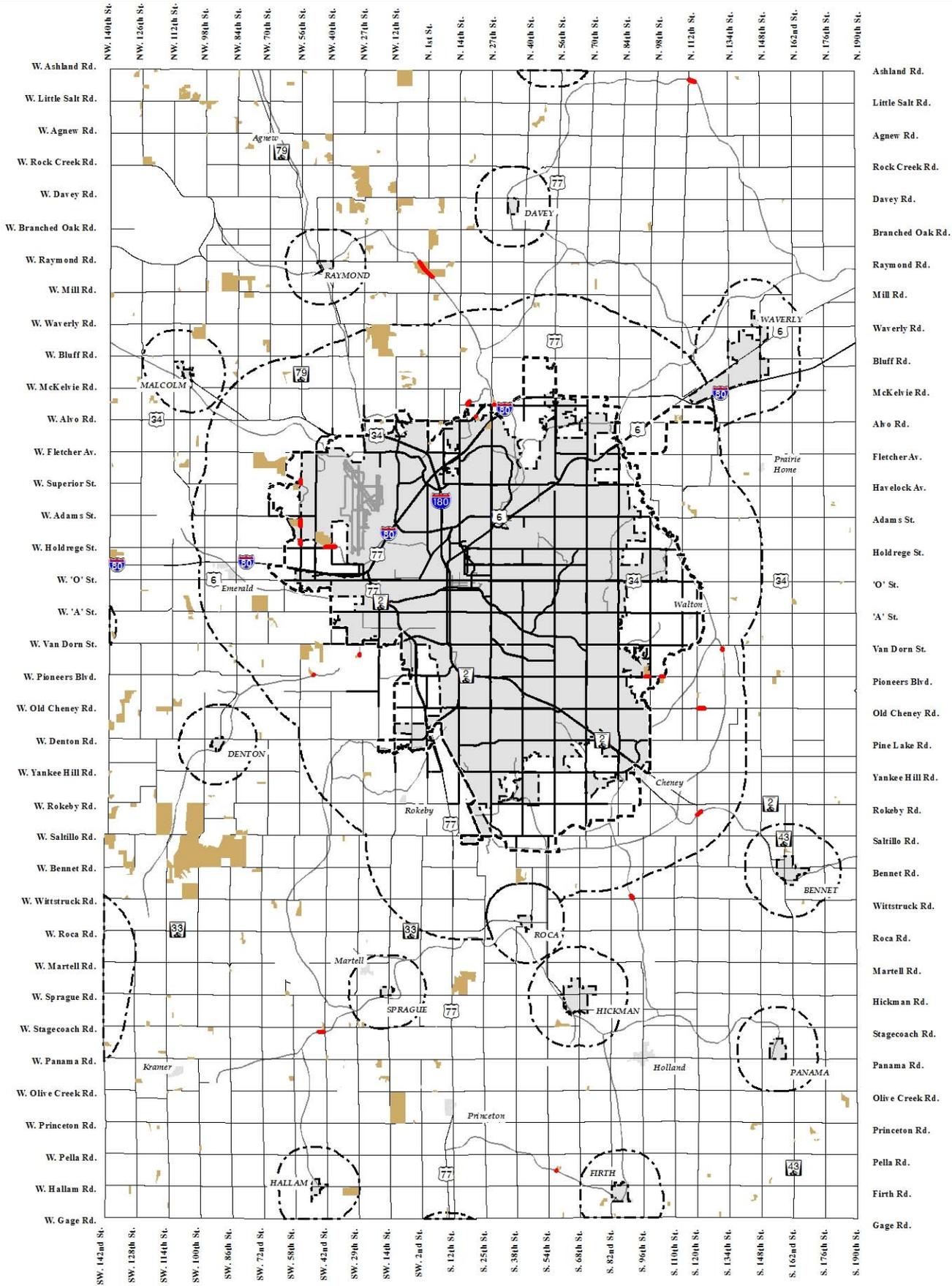


LANCASTER COUNTY ENVIRONMENTAL RESOURCES

Trail Project - Floodplain Conflict Areas

- Streams
- Future Service Limit
- City and Village Limits
- Conservation Easements (Assessor, Planning, Public Works, LPSNRD)
- Tiger Beetle Critical Habitat
- Lakes
- Grasslands
- FEMA Floodplain
- Treemass
- NWI Wetlands
- Saline Wetlands
- 50 Ft Trail Project Buffer
- Trail Project - Conflict Areas



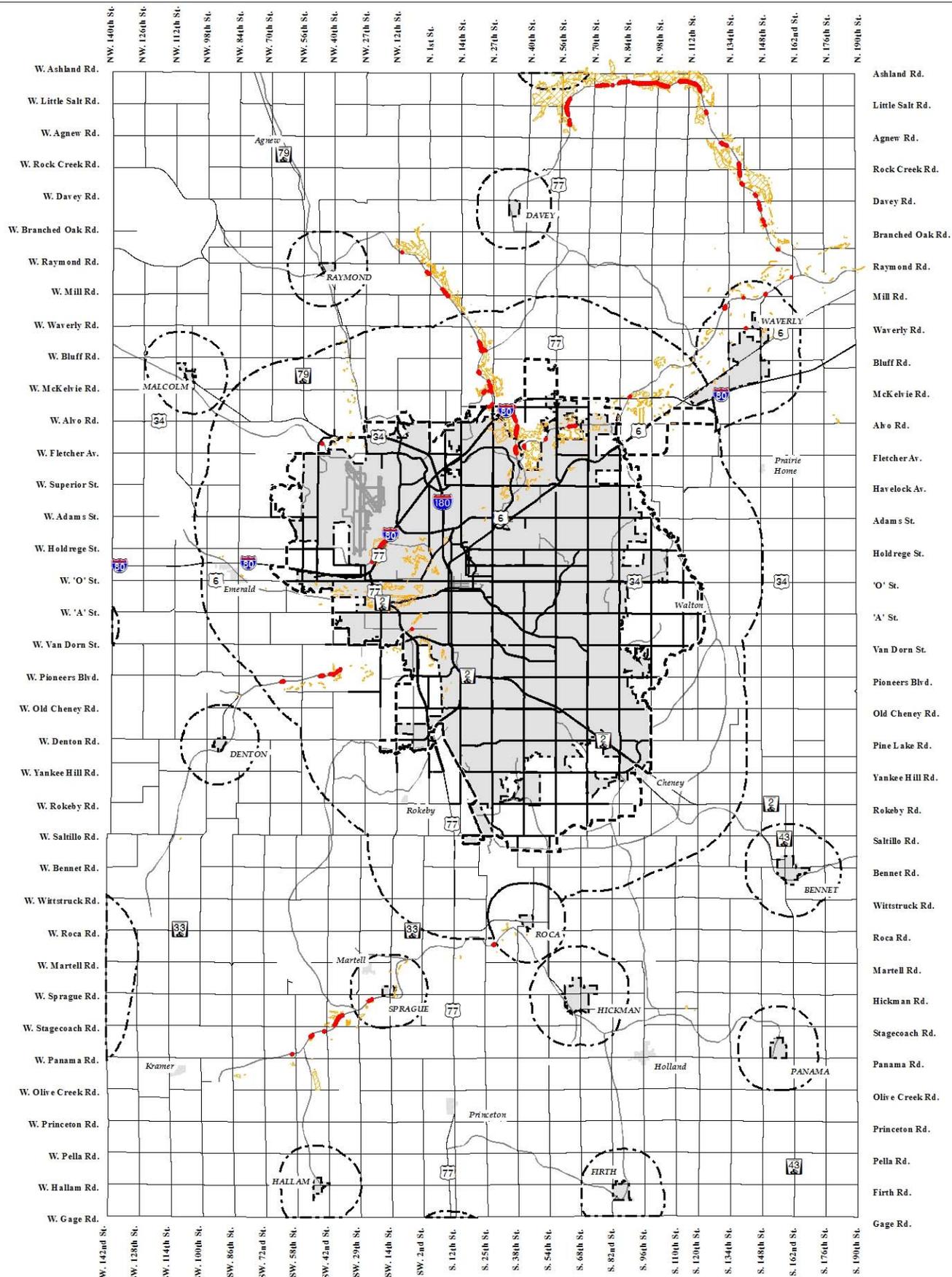


LANCASTER COUNTY ENVIRONMENTAL RESOURCES

Trail Project - Prairie/Grassland Conflict Areas

- Streams
- Future Service Limit
- City and Village Limits
- Conservation Easements (Assessor, Planning, Public Works, LPSNRD)
- Tiger Beetle Critical Habitat
- Lakes
- Grasslands
- FEMA Floodplain
- Treemass
- NWI Wetlands
- Saline Wetlands
- 50 Ft Trail Project Buffer
- Trail Project - Conflict Areas



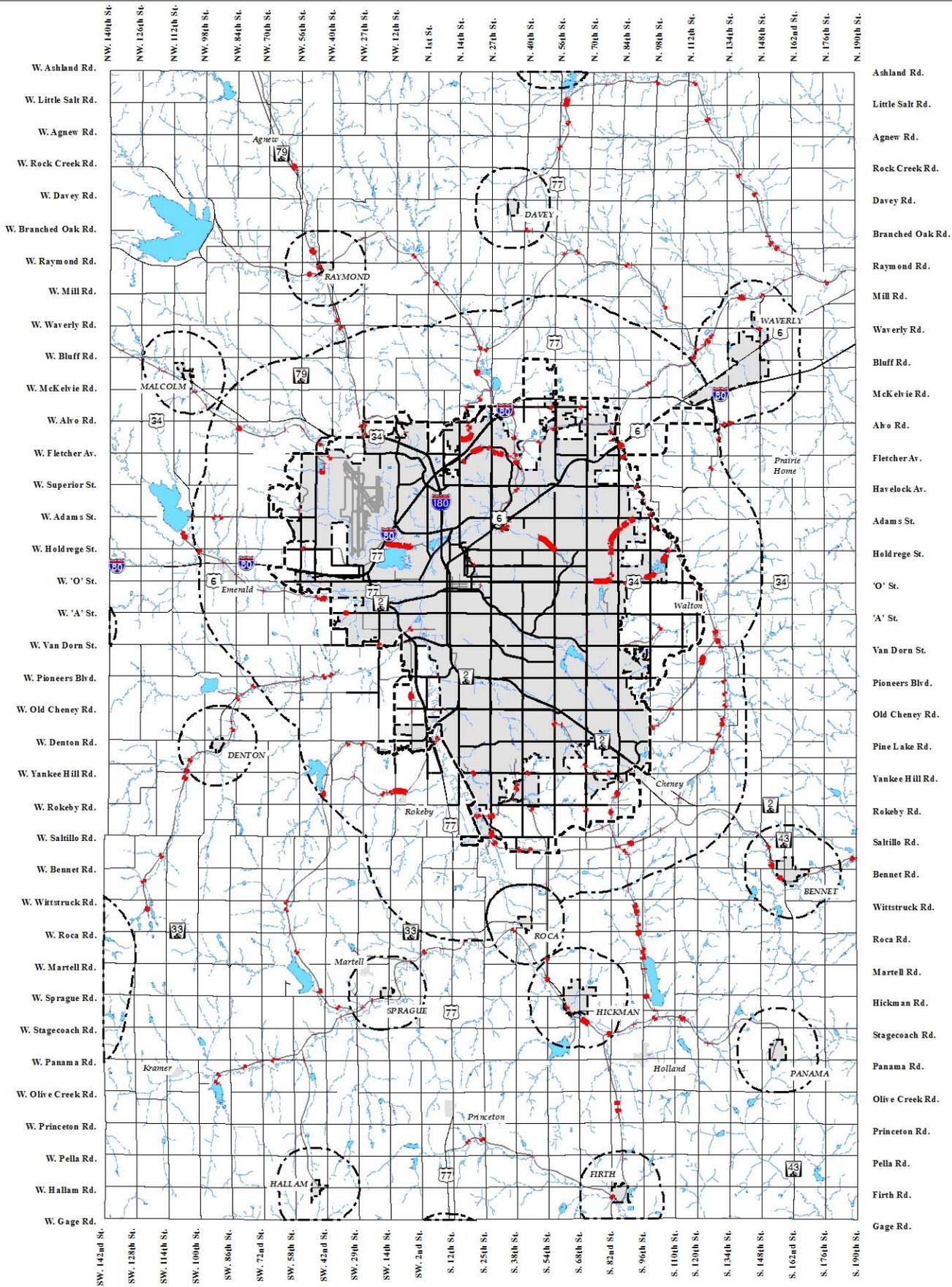


LANCASTER COUNTY ENVIRONMENTAL RESOURCES

Trail Project - Saline Wetland Conflict Areas

- Streams
- Future Service Limit
- City and Village Limits
- Conservation Easements (Assessor, Planning, Public Works, LPSNRD)
- Tiger Beetle Critical Habitat
- Lakes
- Grasslands
- FEMA Floodplain
- Treemass
- NWI Wetlands
- Saline Wetlands
- 50 Ft Trail Project Buffer
- Trail Project - Conflict Areas



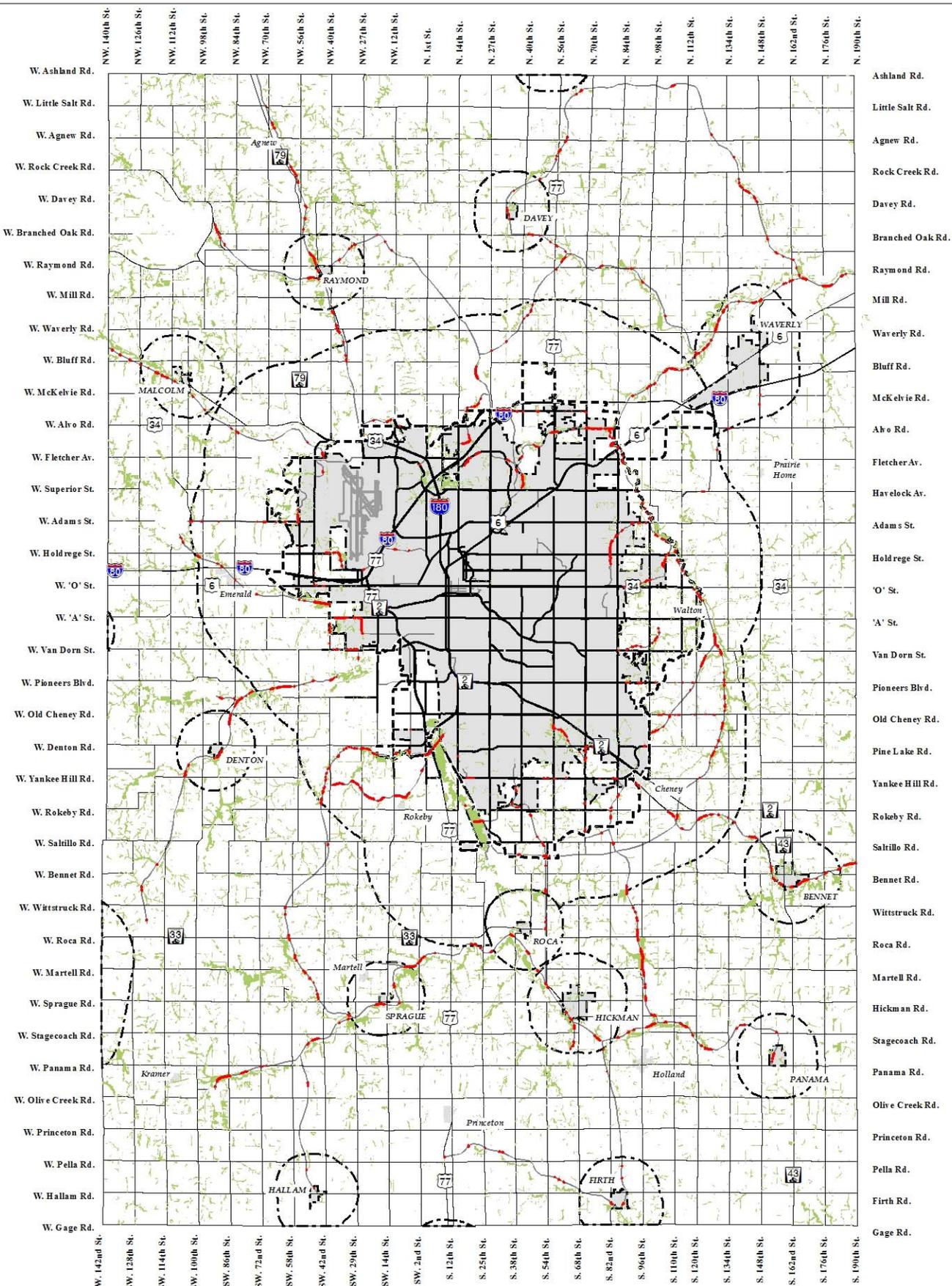


LANCASTER COUNTY ENVIRONMENTAL RESOURCES

Trail Project - Stream Conflict Areas

- Streams
- Future Service Limit
- City and Village Limits
- Conservation Easements (Assessor, Planning, Public Works, LPSNRD)
- Tiger Beetle Critical Habitat
- Lakes
- Grasslands
- FEMA A Floodplain
- Treemass
- NWI Wetlands
- Saline Wetlands
- 50 Ft Trail Project Buffer
- Streams in Trail Project Buffer (19.82 Stream Miles)



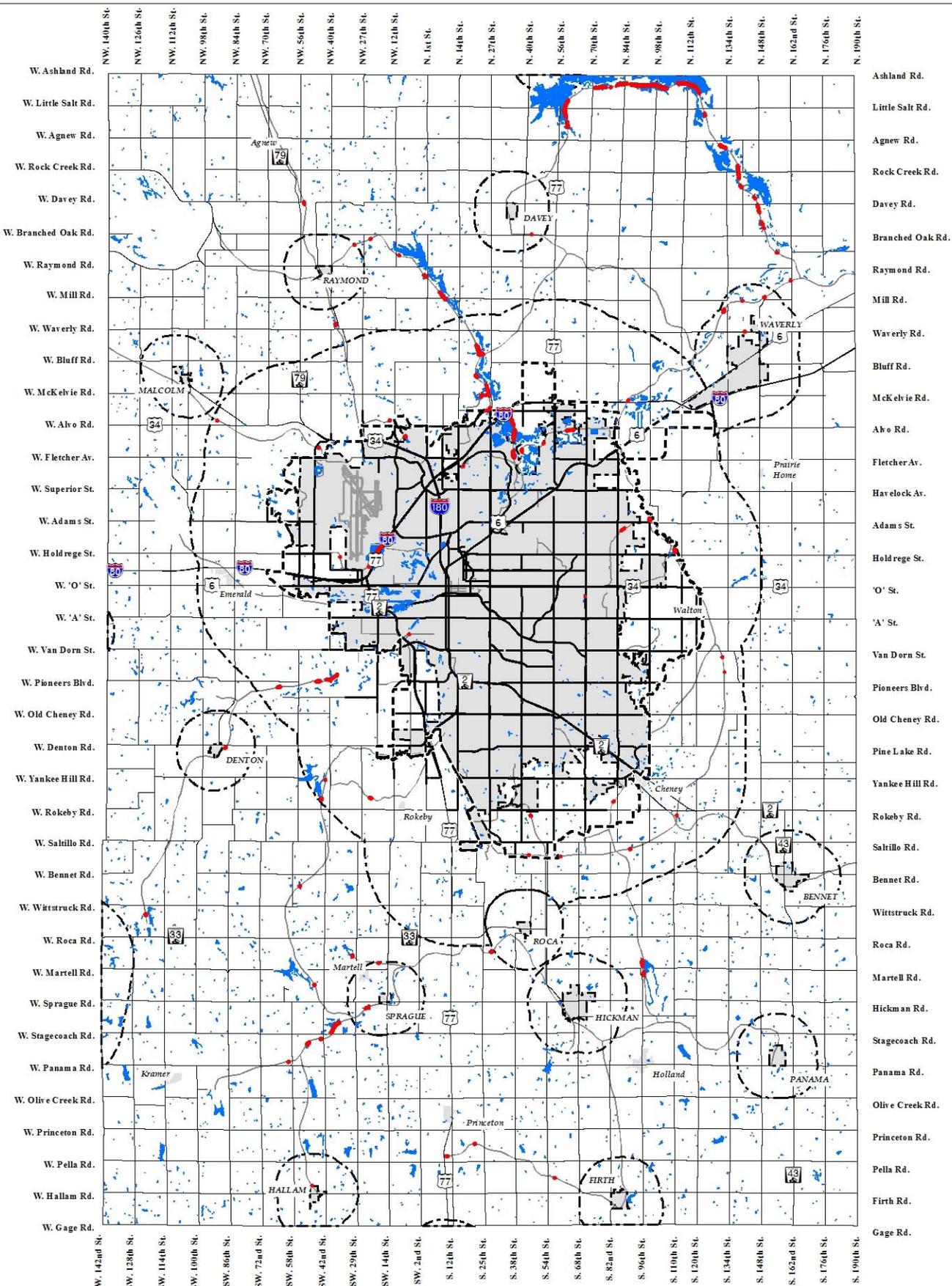


LANCASTER COUNTY ENVIRONMENTAL RESOURCES

Trail Project - Treemass Conflict Areas

- Streams
- Future Service Limit
- City and Village Limits
- Conservation Easements (Assessor, Planning, Public Works, LPSNRD)
- Tiger Beetle Critical Habitat
- Lakes
- Grasslands
- FEMA Floodplain
- Treemass
- NWI Wetlands
- Saline Wetlands
- 50 Ft Trail Project Buffer
- Trail Project - Conflict Areas





LANCASTER COUNTY ENVIRONMENTAL RESOURCES

Trail Project - Wetland Conflict Areas

- Streams
- Future Service Limit
- City and Village Limits
- Conservation Easements (Assessor, Planning, Public Works, LPSNRD)
- Tiger Beetle Critical Habitat
- Lakes
- Grasslands
- FEMA Floodplain
- Treemass
- NWI Wetlands
- Saline Wetlands
- 50 Ft Trail Project Buffer
- Trail Project - Conflict Areas



Social Conflict Table and Maps

2040 LRTP Urban Area St System Improvements

Facility	Miles of Proposed Transportation Projects in the Area (Area of analysis includes Census Tracts with higher percentage of the population than the county average)						
	Asian & Pacific Islander	Black or African American	Hispanic or Latino or Latina	American Indian & Alaskan Native	Low/Mod Median Household Income	Low/Mod Median Family Income	Low/Mod Per Capita Income
State St Projects							
1 US-34 East, 84th St to east county line	0.30	0.29	0.10	0.19			
2 US-34 West, west city limits to west county line	0.19	0.19	0.19	0.19		0.19	0.19
3 US-6 West, west city limits to west county line		0.00	0.00				
4 US-77 and Warlick Blvd Intersection	1.04			0.69			
5 US-77 and West Pioneers Blvd Intersection							
6 US-79, US-34 to County Line							
Proposed St Projects							
7 W. Adams St, NW 70th St to NW 56th St		0.00	0.00				
8 W. Adams St, NW. 48th St to NW 38th St	0.09	0.62	0.62	0.09		0.07	0.07
9 Adams St, N. 90th to N. 98th St							
10 Adams St, N. 98th St to East Beltway							
11 Arbor Rd, N. 56th St to N. 70th St	1.00	1.00		1.00	1.00	1.00	
12 Arbor Rd, N. 27th St to N. 56th St	1.40	1.40		1.40	1.40	1.39	
13 Alvo/Arbor, N. 14th St to N. 27th St							
14 W. Alvo Rd, NW 27th St to NW 12th St							
15 W. Alvo Rd, NW 12th St to N. 1st St							
16 Alvo Rd, N. 1st St to N. 7th St							
17 Alvo Rd, N. 7th St to N. 14th St							
18 Alvo Rd, N. 98th St to 1/4 mile east of N. 120th							
19 Antelope Valley P2, Adams St, 35th St. area over 33rd to Huntington Ave.							

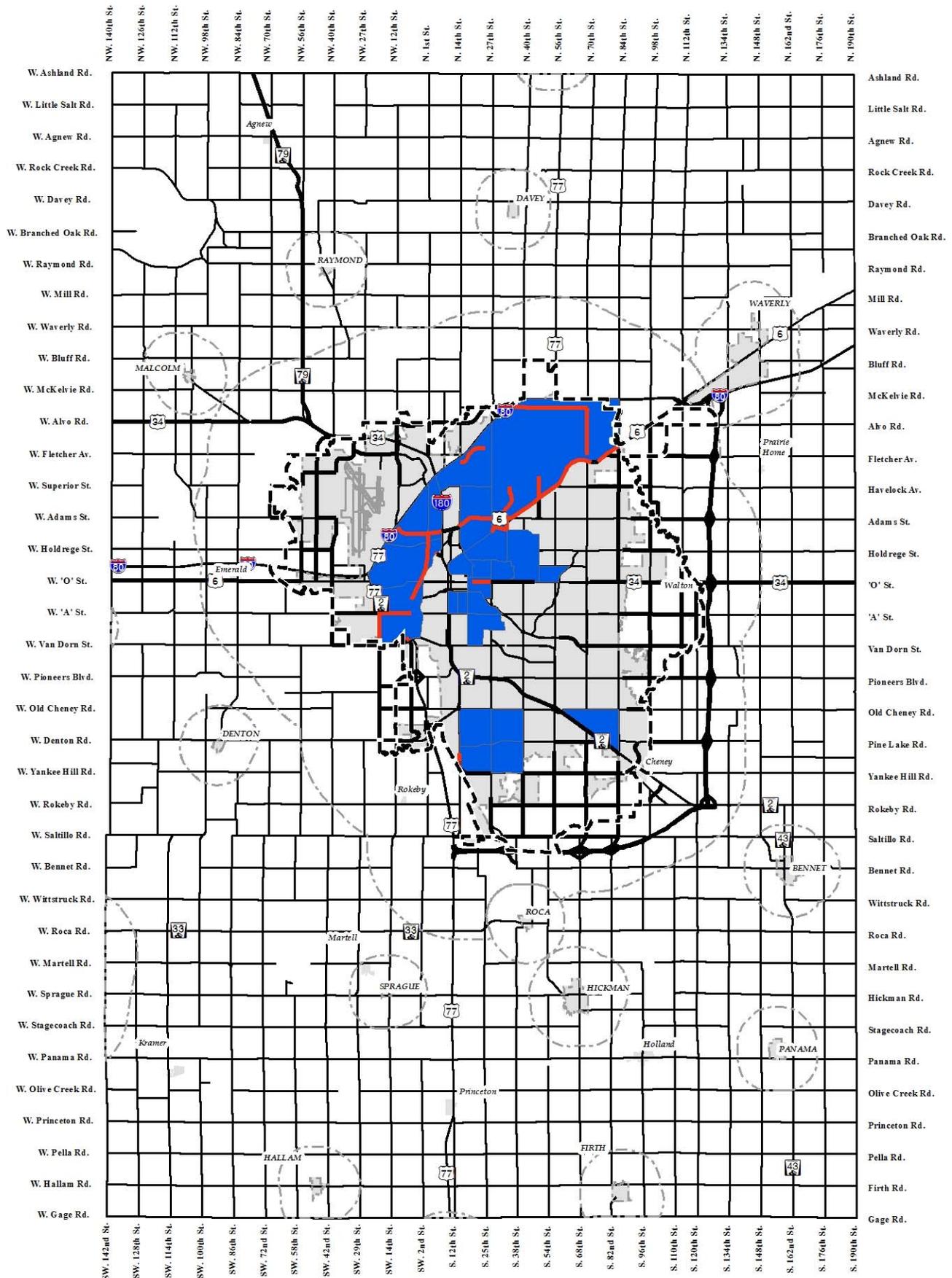
20	Antelope Valley P2, Ant.Valley Rdwy, East Leg End to N/O Corn. Hwy 2 to Superior, Salt Creek	1.66	1.66	0.01	1.66	1.66	1.66	0.01
21	Antelope Valley P2, Huntington Ave., P1 connection to N. 33rd St AV	0.43	0.43	0.28	0.43	0.43	0.43	0.28
22	Antelope Valley P2,N. 33rd St. US-6 to Huntington Ave. RR Rdwy Underpass	0.37	0.37	0.26	0.37	0.37	0.37	0.26
23	W. "A" St, SW. 40th St to Coddington Avenue	1.50	1.50	1.50	1.50	0.00		
24	W. "A" St, Coddington to Folsom	1.00	1.00	1.00		1.00		
25	"A" St, S. 112th St to S. 120th St							
26	"A" St, S. 84th St to S. 112th St							
27	S. Coddington Avenue, Van Dorn St to Denton Rd	1.46	1.46	1.46	0.17	1.29		
28	US-6 (Corn. Hwy), I-80 Exit 399 (NW 12th) to N. 11th St	1.48	1.81	1.81	1.81	1.36		0.32
29	US-6 (Corn. Hwy), N. 11th St to N. 20th St	0.49	0.77	0.77	0.77	0.77	0.49	0.77
30	US-6 (Corn. Hwy), N. 20th St to N. 33rd St	1.08	1.08	0.59	1.08	1.08	1.08	0.59
31	US-6 (Corn. Hwy), 33rd St to N. 56th St	1.88	1.88		1.88	1.88	1.88	
32	US-6 (Corn. Hwy), 56th St to N. 84th St	2.25	2.25		2.47	2.47	2.47	
33	US-6 (Corn. Hwy), N. 84th St to Waverly Interchange (Exit 409)	0.25	0.25		0.25	0.25	0.00	
34	W. Cummings St, NW 56th St to NW 52nd St	0.45	0.45	0.45	0.45	0.45	0.45	0.45
35	W. Cummings St, NW 48th St to NW 38th St	0.62	0.62	0.62	0.62		0.62	0.62
36	W. Denton Rd, Coddington Avenue to Folsom St							
37	Denton Rd, S. Folsom St to Amaranth Lane							
38	East Beltway, I-80 to Hwy-2							
39	W. Fletcher Avenue, NW 31st St to NW 27th St	0.41	0.04	0.04	0.04		0.05	0.05
40	W. Fletcher Avenue, NW 27th St to NW 13th St	0.95						
41	Fletcher Avenue, N. 14th St to Tellride Drive	1.02						
42	Fletcher Avenue, US-6 to N. 84th St	0.38	0.00		0.38	0.38	0.38	
43	Fletcher Avenue, N. 84th St to East Beltway							
44	S. Folsom St, Pioneers Blvd to Denton Rd							

45	S. Folsom St, W. Van Dorn St to Pioneers Blvd	0.10	0.28	0.10	0.19	0.10	0.19	0.19
46	Havelock Avenue, N. 70th St to N. 84th St	1.00			1.00	1.00	1.00	
47	Havelock Avenue, N. 84th St to N. 98th St							
48	Hwy-2, Old Cheney Rd to S. 84th St							
49	Hwy-2, Van Dorn St to Old Cheney Rd					2.24		
50	W. Holdrege St, NW 56th St to NW 48th St		0.46	0.46				
51	W. Holdrege St, NW 48th St to NW 40th St		0.51	0.51				
52	Holdrege St, N. 86th St to N. 98th St							
53	Holdrege St, N. 98th St to N. 112th St							
54	Normal Blvd, S. 58th St to Van Dorn St							
55	US-34 ("O" St.), Antelope Valley N/S Rdwy. (19th St.) to 46th St	1.98	0.98	0.60	1.60	1.60	0.71	0.71
56	US-34 ("O" St), Wedgewood Drive to 98th St							
57	W. Old Cheney Rd, Coddington Avenue to SW 12th St							
58	W. Old Cheney Rd, SW 12th St to US-77							
59	Old Cheney Rd, S. 88th St to S. 98th St							
60	Pine Lake Rd, S. 57th St to Hwy-2							
61	Pine Lake Rd, S. 98th St to East Beltway							
62	W. Pioneers Blvd, Coddington Avenue to SW 12th St							
63	W. Pioneers Blvd, SW 12th St to US-77							
64	Pioneers Blvd, S. 86th St to S. 98th St							
65	Pioneers Blvd, S. 98th St to S. 112th St							
66	Pioneers Blvd, S. 112th St to East Beltway							
67	Rokeby Rd, S. 27th St to S. 40th St							
68	Rokeby Rd, S. 40th St to S. 56th St							
69	Rokeby Rd, S. 56th St to S. 84th St							
70	Saltillo Rd, US-77 to S. 27th St							
71	Saltillo Rd, S. 27th St to S. 40th St							
72	Saltillo Rd, S. 40th St to S. 56th St							

73	Saltillo Rd, S. 56th St to S. 70th St							
74	Saltillo Rd, S. 70th St to S. 84th St							
75	South Beltway, US-77 to Hwy-2 (20% Local Match)							
76	US-6 (Sun Valley Blvd.), Corn. Hwy (US-6) to W "O" St.(US-6), including R.R Overpass (local 20% share)	1.60	1.93	1.93	0.59	0.34	0.13	0.32
77	Sun Valley Blvd. Extension, US-6 to Rosa Parks Way, including Overpass	0.63	0.63	0.63		0.63		
78	W. Superior St, NW 70th St to NW 56th St	0.00	0.00	0.00	0.00	0.00		
79	W. Van Dorn St, SW 40th St to Coddington Avenue							
80	W. Van Dorn St, Coddington Avenue to US-77		0.49		0.49		0.46	0.46
81	Van Dorn St, Normal Blvd to S. 84th St							
82	Van Dorn St, S. 84th St to S. 112th St							
83	Van Dorn St, S. 112th St to S. 120th St							
84	W. Webster St, NW 38th St to NW 31st St	0.49	0.49	0.49	0.49		0.49	0.49
85	Yankee Hill Rd, S. 14th St to S. 27th St	0.00						
86	Yankee Hill Rd, S. 40th St to S. 56th St							
87	Yankee Hill Rd, S. 56th St to S. 70th St							
88	Yankee Hill Rd, S. 70th St to S. 84th St							
89	Yankee Hill Rd, S. 84th St to Hwy-2							
90	NW 70th St, W. Superior St to W. Adams St							
91	NW 56th St, W. Partridge Lane to W. "O" St		0.63	0.63				
92	NW. 56th St, W. Cummings St to W. Superior St	0.42	0.42	0.42	0.42	0.42	0.39	0.39
93	NW 48th St, US-34 to Adams	2.27	2.55	2.55	2.27		2.22	2.22
94	NW 48th St, Adams to US-6		2.01	2.01				
95	NW 40th St, W. Holdrege St to W. Vine St		0.50	0.50				
96	NW 40th St, W. Vine St to US-6, including I-80 Overpass		0.51	0.51				
97	SW 40th St, US-6 to W. "A" St	0.61	1.00	1.00	0.61			
98	SW 40th St, W. "A" St to W. Van Dorn St	1.00	1.00	1.00	1.00			
99	NW 38th St, W. Cummings St to W. Webster	0.40	0.40	0.40	0.40		0.40	0.40

St								
100	NW 38th St, W. Adams St to W. Holdrege St	0.05	1.03	1.03	0.05		0.04	0.04
101	NW 31st St, W. Webster St to US-34	0.63	0.22	0.22	0.22		0.22	0.22
102	NW 27th St, Highway 34 to Alvo Rd	0.00						
103	NW 12th St, W. Alvo Rd to Fletcher Avenue , US 34 Overpass	0.33						
104	NW 12th St, W. Fletcher Avenue to Highlands Blvd	0.99						
105	SW 12th St, W. Pioneers Blvd. to Denton Rd							
106	N. 1st St, Alvo Rd to US-34							
107	N. 10th St, US-6 to Military Rd, including Salt Creek Bridge	0.07	0.18	0.18	0.18	0.18	0.11	0.18
108	S. 14th St, Garrett Lane to Yankee Hill Rd	0.42						
109	S. 27th St, Whispering Wind Blvd to Rokeby Rd							
110	S. 27th St, Rokeby Rd to Saltillo Rd							
111	S. 40th St, Rokeby Rd to Saltillo Rd							
112	S. 40th St, Yankee Hill Rd to Rokeby Rd							
113	N. 48th St, Doris Bair Circle to Superior St	0.33	0.33	0.17	0.33	0.33	0.33	
114	N. 48th St, Superior St to Fremont St	0.59	0.59	0.42	0.59	0.59	0.59	0.16
115	N. 48th St, Fremont St to Greenwood St (*)	0.42	0.42		0.42	0.42	0.42	0.42
116	S. 56th St, Thompson Creek Blvd. to Yankee Hill Rd							
117	S. 56th St, Yankee Hill Rd to Saltillo Rd							
118	N. 70th St, Arbor Rd to US-6	1.50	1.50		1.50	1.50	1.50	
119	S. 70th St, Pine Lake Rd to Yankee Hill Rd							
120	S. 70th St, Yankee Hill Rd to Rokeby Rd							
121	S. 70th St, Rokeby Rd to Saltillo Rd							
122	N. 84th St, US-6 to US-34	0.19	0.00		0.19	0.19	0.19	
123	S. 84th St, Amber Hill Rd to Yankee Hill Rd							
124	S. 84th St, Yankee Hill Rd to Saltillo Rd							
125	S. 9th St, Van Dorn to South St		0.50	0.50	0.50	0.50	0.50	0.50
126	S. 91st St, Pine Lake Rd to Hwy-2							

127	N. 98th St, US-6 to Fletcher Avenue							
128	N. 98th St, Fletcher Avenue to Adams St							
129	N. 98th St, Adams St to Holdrege St							
130	S. 98th St, US-34 to "A" St							
131	S. 98th St, "A" St to Pioneers Blvd							
132	S. 98th St, Pioneers Blvd to Old Cheney Rd							
133	N. 112th St, Holdrege St to US-34							
134	S. 112th St, US-34 to Van Dorn St							
135	S. 112th St, Van Dorn St to Pioneers Blvd							
136	S. 120th St, US-34 to Van Dorn St							
Total St Project Miles		37.74	38.65	25.96	30.49	25.84	22.43	10.33
Proposed Trails Projects								
304.72 miles of Trails in the City and County (Area of analysis includes 50 feet either side of all trails - 100 foot total width)"		31.18	37.59	22.18	29.01	27.67	23.92	6.64
StranTran Routes								
24 - Holdrege		5.83	6.34	3.88	4.35	6.34	6.34	4.11
41 - Havelock / 40 Heart Hospital		12.06	30.69	5.18	13.81	15.39	30.69	7.49
42 - Bethany / 43 Normal		6.49	20.41	5.96	9.03	11.19	20.41	4.00
44 - 'O' St • SCC		3.22	10.59	3.74	4.08	7.26	10.59	1.53
45 - Arapahoe / 46 - Arnold Heights		5.40	20.71	14.19	12.13	9.93	20.71	7.74
47 - Belmont / 48 - Salt Valley		10.10	20.94	8.36	13.97	14.32	20.94	8.77
49 - University Place / 50 - College View		9.27	18.88	6.76	9.80	9.79	18.88	7.23
51 - West 'A' / 52 - Gaslight		14.90	22.96	13.17	11.45	12.37	22.96	4.94
53 - SouthPointe		5.86	12.87	2.47	5.48	4.52	12.87	2.47
54 - Veteran's		3.07	13.17	1.84	3.29	3.54	13.17	1.53

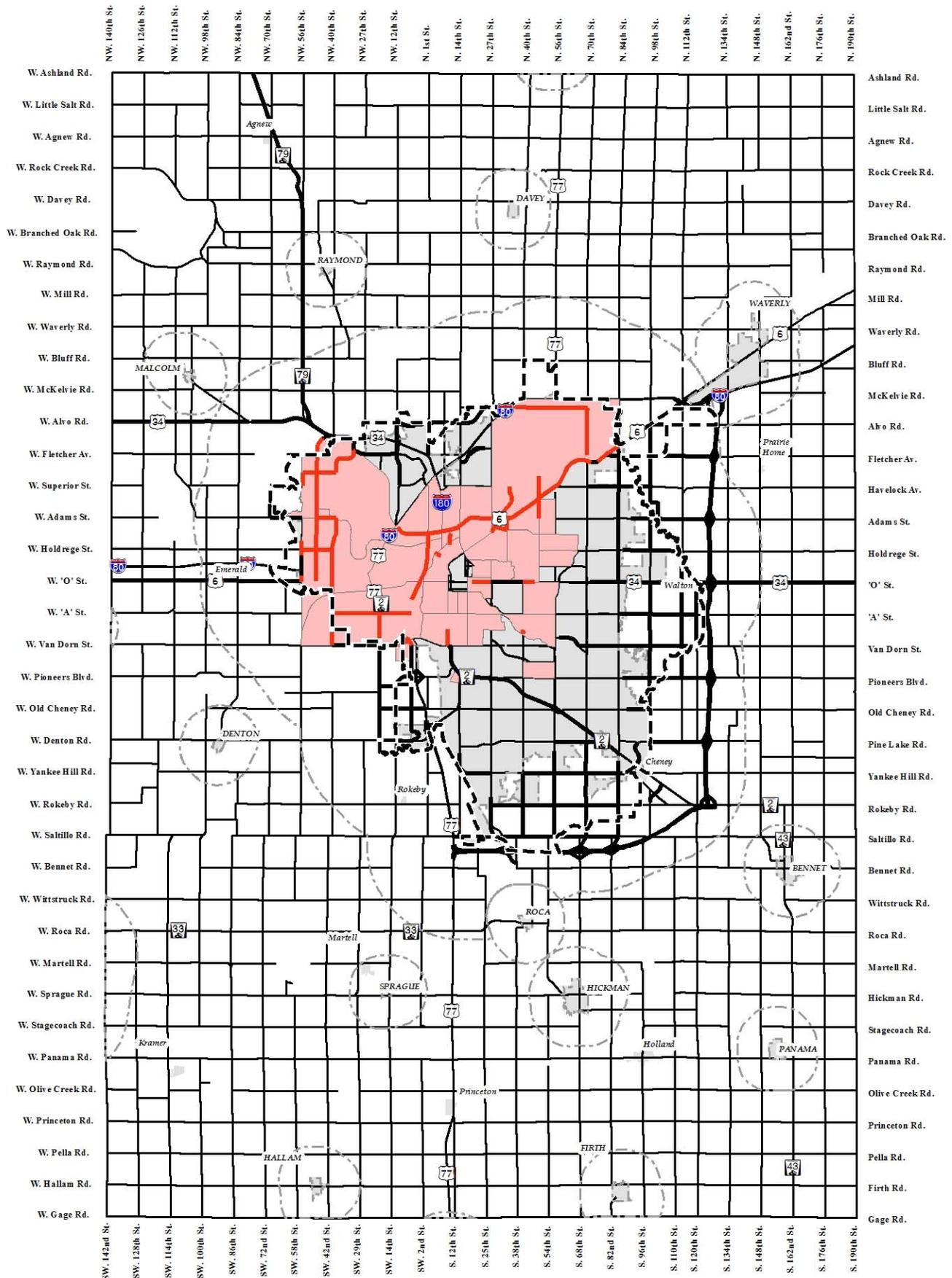


LANCASTER COUNTY SOCIAL RESOURCES

Asian - Street Projects

- Future Service Limit
- City and Village Limits
- Hispanic Population Percentage > County Average (5.85%)
- American Indian & Alaska Native Population Percentage > County Average (0.59%)
- Asian & Pacific Islander Population Percentage > County Average (3.47%)
- Pacific Islander Population Percentage > County Average (0.05%)
- Black / African American Population Percentage > County Average (3.38%)
- Low and Moderate Income Areas (Updated 2006)
- Low and Moderate Median Family Income Areas (2000)
- Low and Moderate Per Capita Income Areas (2000)
- Street Projects INSIDE areas identified as having higher than County Average of a minority population or low-mid income
- Street Projects OUTSIDE areas identified as having higher than County Average of a minority population or low-mid income



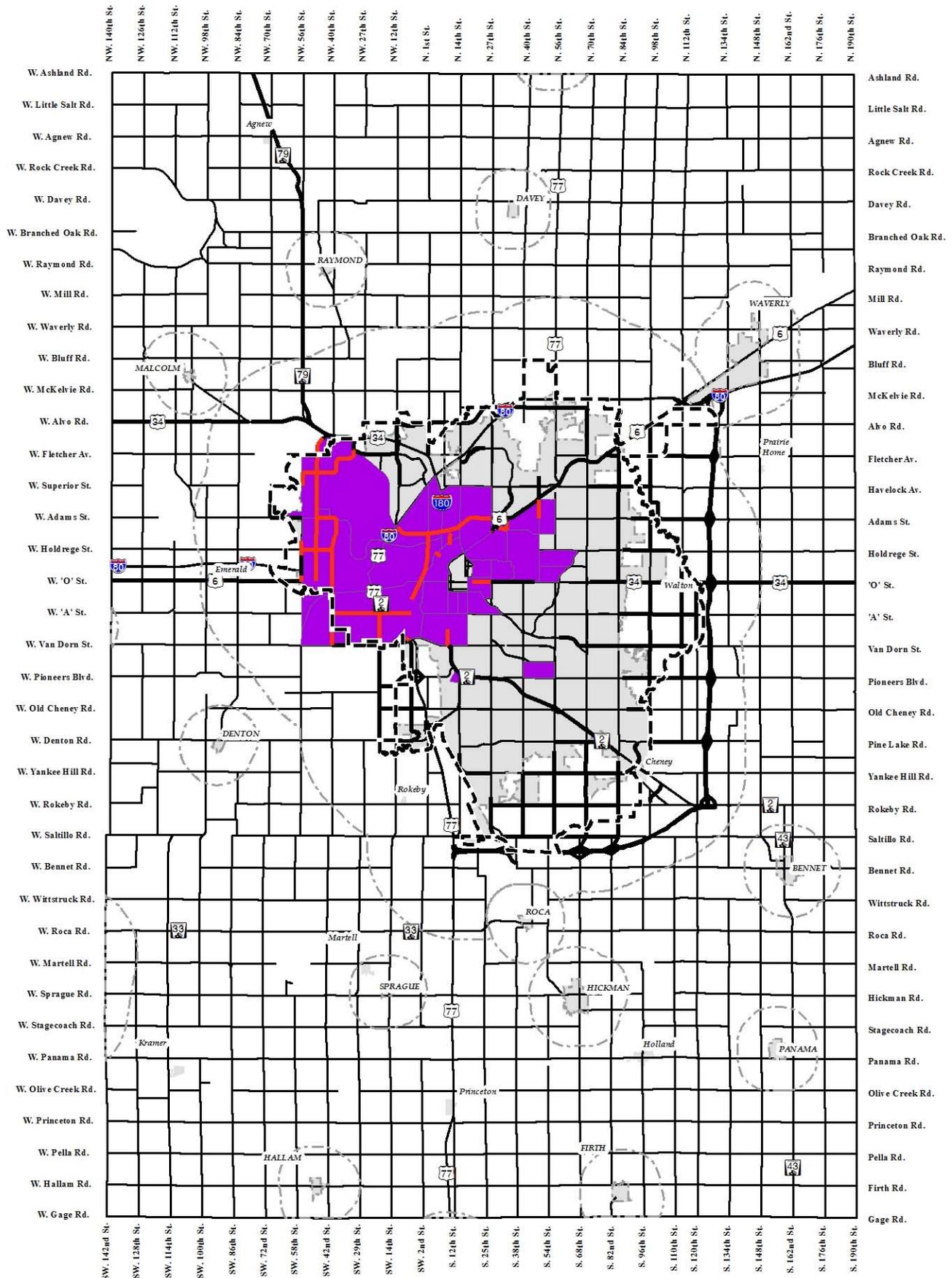


LANCASTER COUNTY SOCIAL RESOURCES

Black / African American - Street Projects

- Future Service Limit
- City and Village Limits
- Hispanic Population Percentage > County Average (5.85%)
- American Indian & Alaska Native Population Percentage > County Average (0.59%)
- Asian & Pacific Islander Population Percentage > County Average (3.47%)
- Pacific Islander Population Percentage > County Average (0.05%)
- Black / African American Population Percentage > County Average (3.38%)
- Low and Moderate Income Areas (Updated 2006)
- Low and Moderate Median Family Income Areas (2000)
- Low and Moderate Per Capita Income Areas (2000)
- Street Projects INSIDE areas identified as having higher than County Average of a minority population or low/mod income
- Street Projects OUTSIDE areas identified as having higher than County Average of a minority population or low/mod income



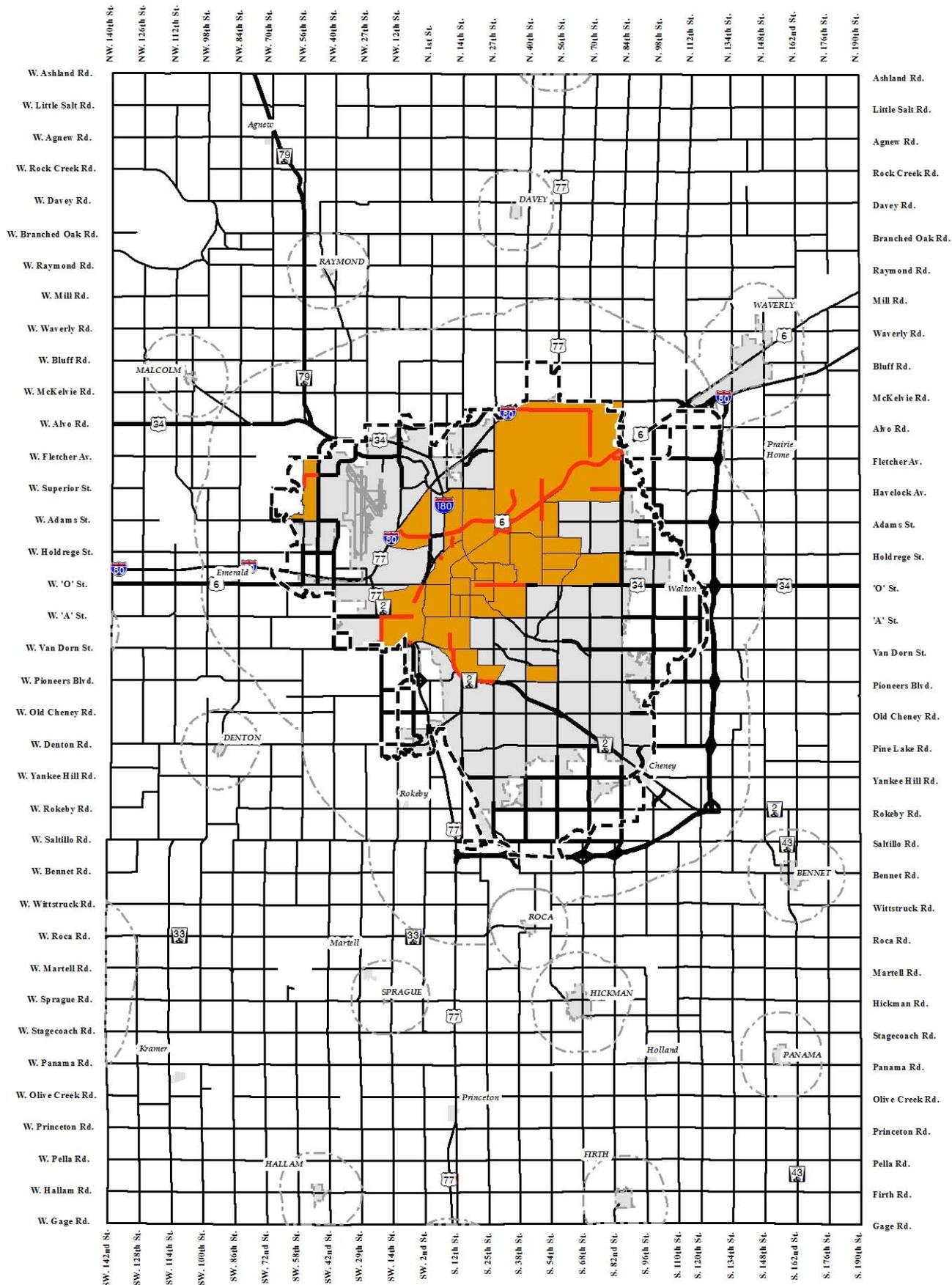


LANCASTER COUNTY SOCIAL RESOURCES

Hispanic Origin - Street Projects

- Future Service Limit
- City and Village Limits
- Hispanic Population Percentage > County Average (5.85%)
- American Indian & Alaska Native Population Percentage > County Average (0.59%)
- Asian & Pacific Islander Population Percentage > County Average (3.47%)
- Pacific Islander Population Percentage > County Average (0.05%)
- Black / African American Population Percentage > County Average (3.38%)
- Low and Moderate Income Areas (Updated 2006)
- Low and Moderate Median Family Income Areas (2000)
- Low and Moderate Per Capita Income Areas (2000)
- Street Projects INSIDE areas identified as having higher than County Average of a minority population or low-mid income
- Street Projects OUTSIDE areas identified as having higher than County Average of a minority population or low-mid income



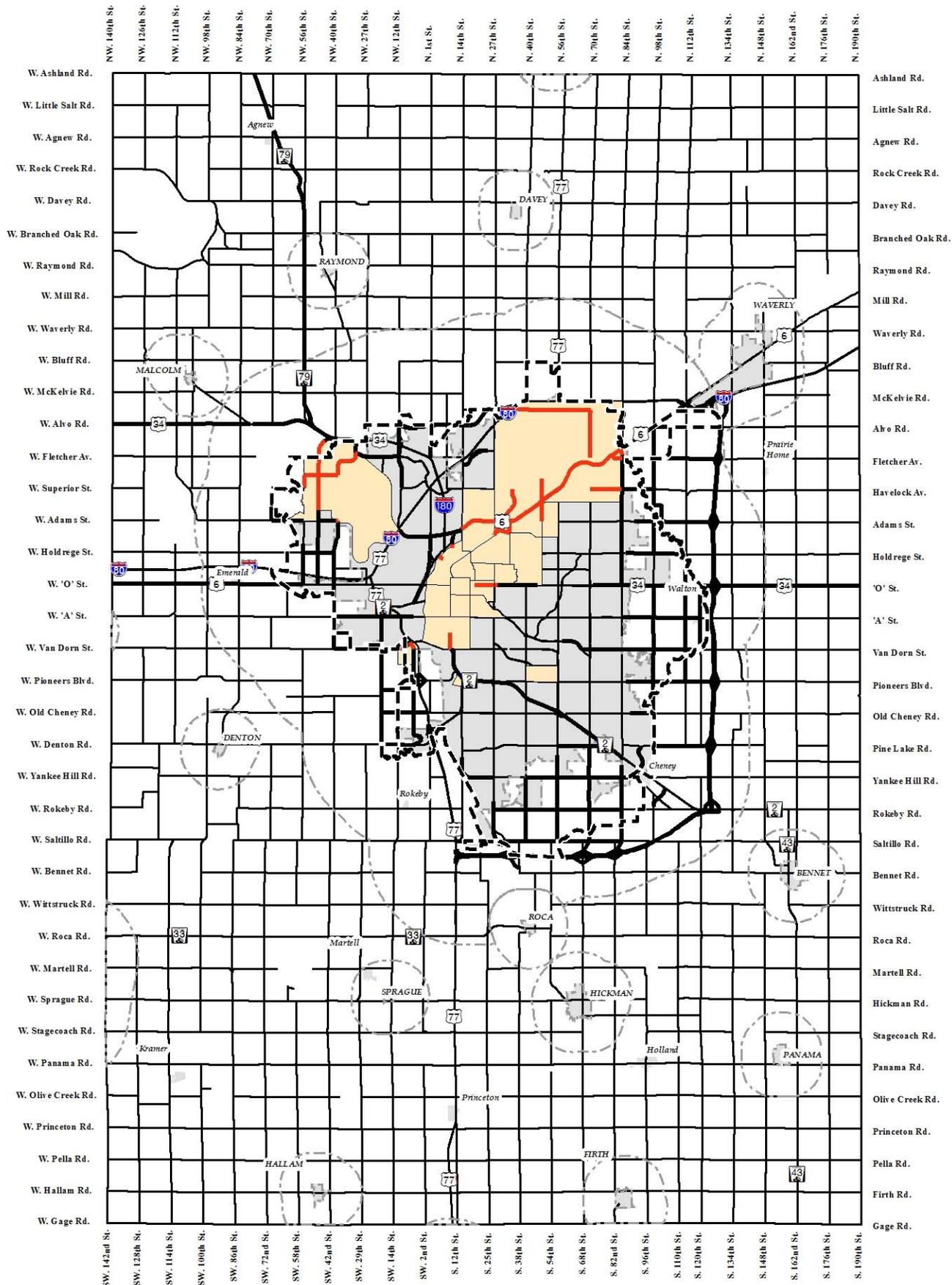


LANCASTER COUNTY SOCIAL RESOURCES

Low and Moderate Income Areas(Household Inc.) - Street Projects

- Future Service Limit
- City and Village Limits
- Hispanic Population Percentage > County Average(5.85%)
- American Indian & Alaska Native Population Percentage > County Average(0.59%)
- Asian & Pacific Islander Population Percentage > County Average(3.47%)
- Pacific Islander Population Percentage > County Average(0.05%)
- Black / African American Population Percentage > County Average(3.38%)
- Low and Moderate Income Areas (Updated 2006)
- Low and Moderate Median Family Income Areas (2000)
- Low and Moderate Per Capita Income Areas (2000)
- Street Projects INSIDE areas identified as having higher than County Average of a minority population or low/mod income
- Street Projects OUTSIDE areas identified as having higher than County Average of a minority population or low/mod income



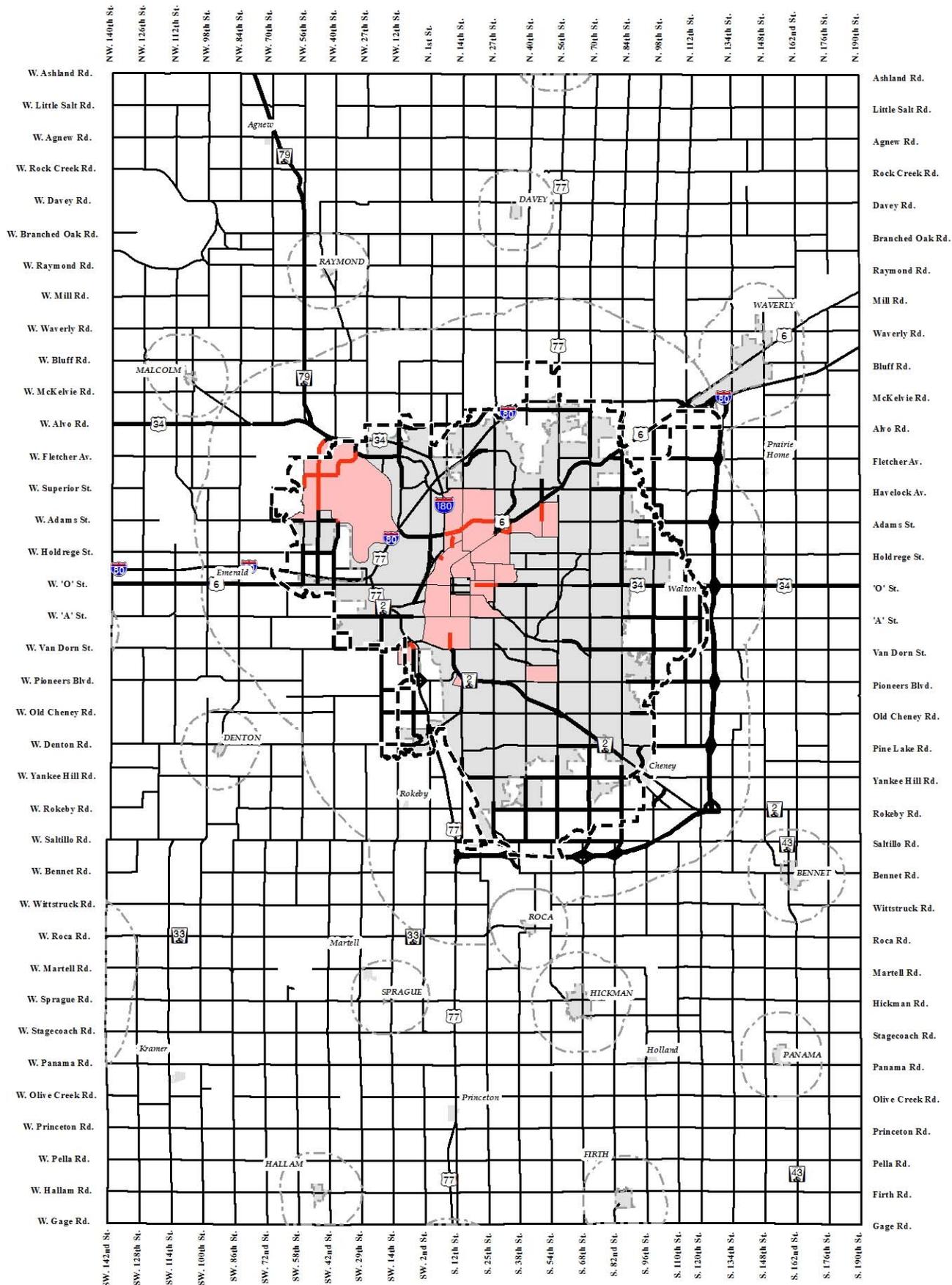


LANCASTER COUNTY SOCIAL RESOURCES

Low and Moderate Income Areas (Median Fam. Inc.) - Street Projects

- Future Service Limit
- City and Village Limits
- Hispanic Population Percentage > County Average (5.85%)
- American Indian & Alaska Native Population Percentage > County Average (0.59%)
- Asian & Pacific Islander Population Percentage > County Average (3.47%)
- Pacific Islander Population Percentage > County Average (0.05%)
- Black / African American Population Percentage > County Average (3.38%)
- Low and Moderate Income Areas (Updated 2006)
- Low and Moderate Median Family Income Areas (2000)
- Low and Moderate Per Capita Income Areas (2000)
- Street Projects INSIDE areas identified as having higher than County Average of a minority population or low/mod income
- Street Projects OUTSIDE areas identified as having higher than County Average of a minority population or low/mod income



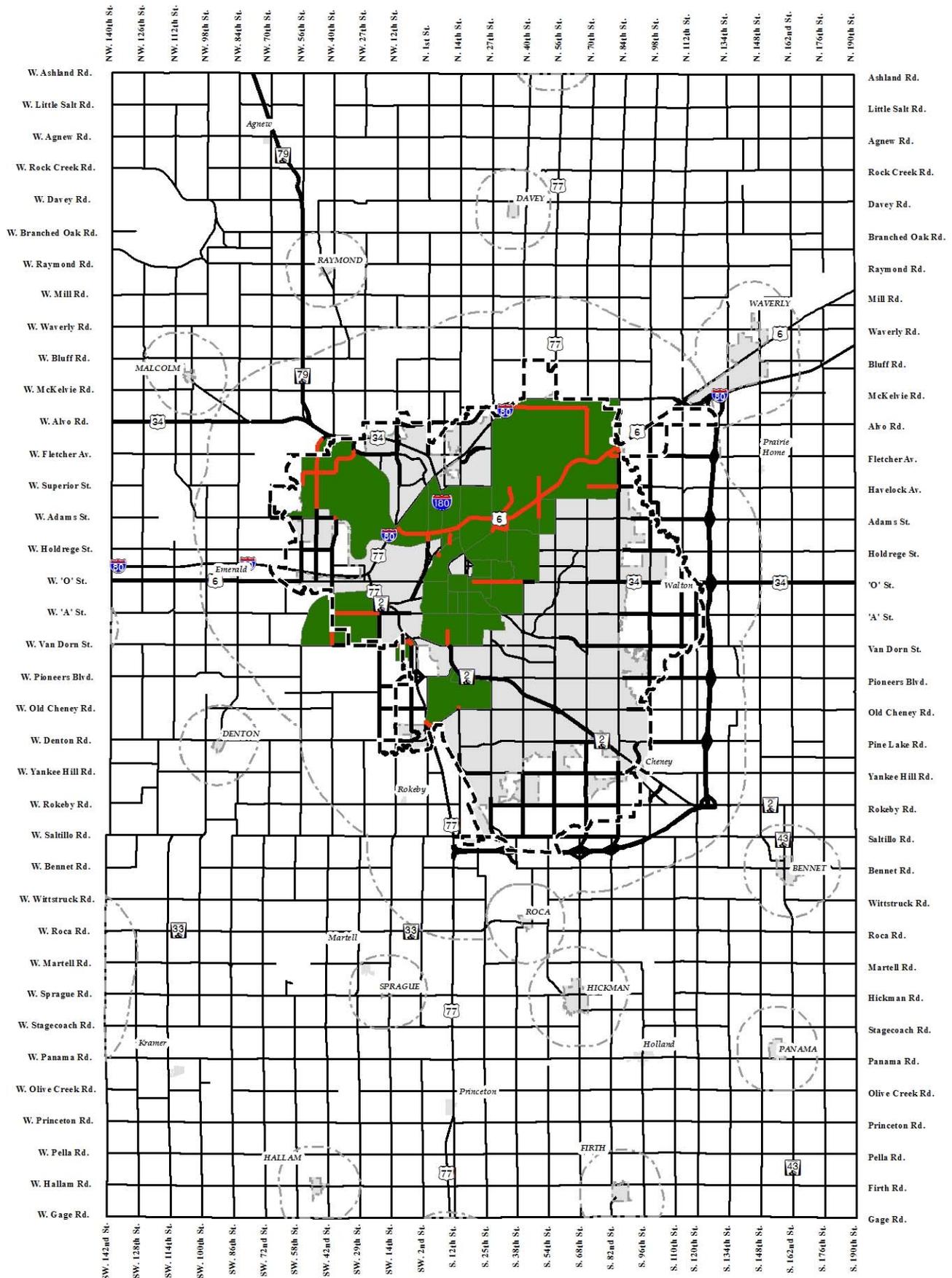


**LANCASTER COUNTY
SOCIAL RESOURCES**

Low and Moderate Income Areas(Per Capita Inc.) - Street Projects

- Future Service Limit
- City and Village Limits
- Hispanic Population Percentage > County Average(5.85%)
- American Indian & Alaska Native Population Percentage > County Average(0.59%)
- Asian & Pacific Islander Population Percentage > County Average(3.47%)
- Pacific Islander Population Percentage > County Average(0.05%)
- Black / African American Population Percentage > County Average(3.38%)
- Low and Moderate Income Areas (Updated 2006)
- Low and Moderate Median Family Income Areas (2000)
- Low and Moderate Per Capita Income Areas (2000)
- Street Projects INSIDE areas identified as having higher than County Average of a minority population or low/mod income
- Street Projects OUTSIDE areas identified as having higher than County Average of a minority population or low/mod income

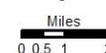


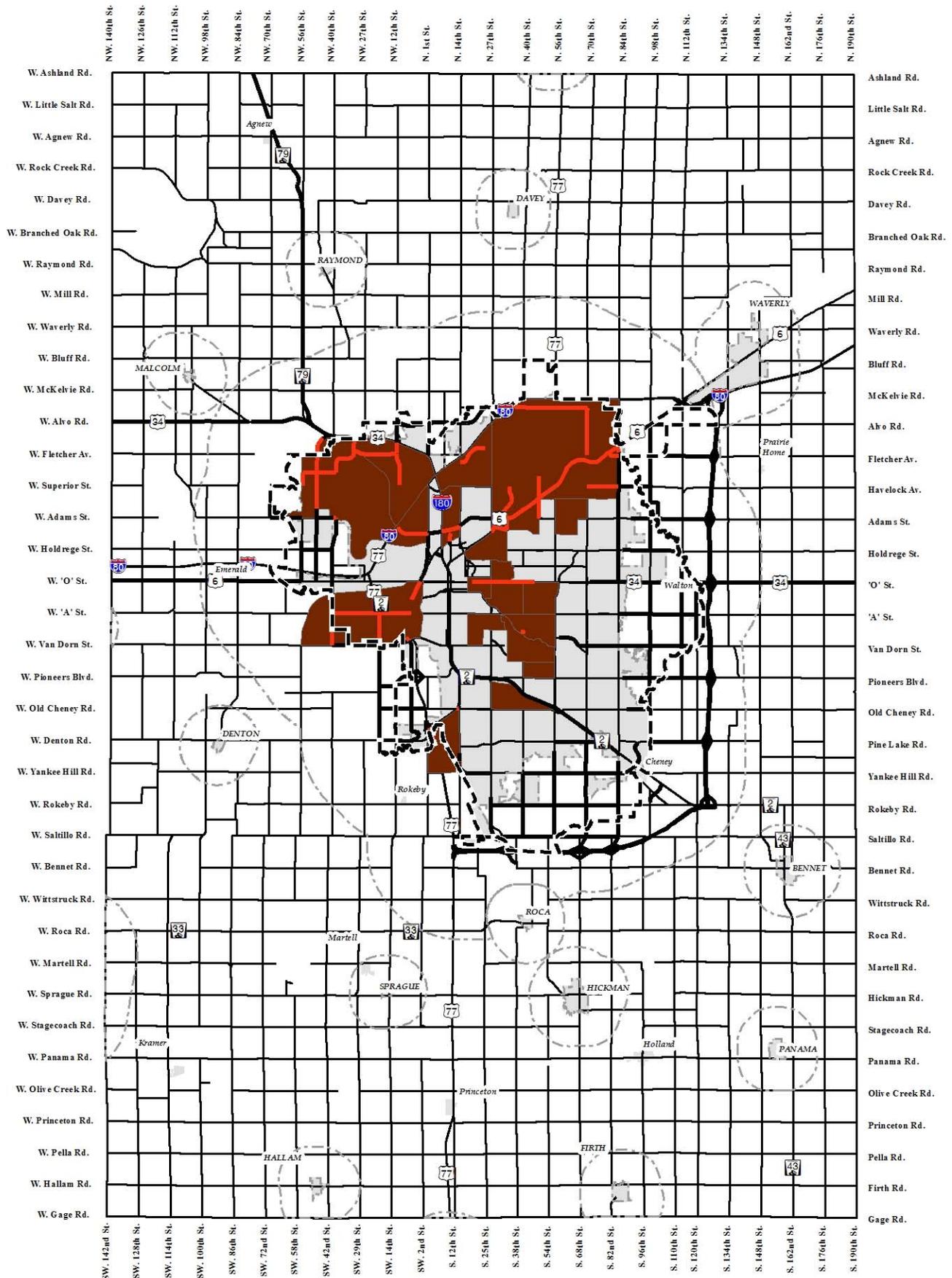


**LANCASTER COUNTY
SOCIAL RESOURCES**

American Indian / Alaska Native - Street Projects

- Future Service Limit
- City and Village Limits
- Hispanic Population Percentage > County Average(5.85%)
- American Indian & Alaska Native Population Percentage > County Average(0.59%)
- Asian & Pacific Islander Population Percentage > County Average(3.47%)
- Pacific Islander Population Percentage > County Average(0.05%)
- Black / African American Population Percentage > County Average(3.38%)
- Low and Moderate Income Areas (Updated 2006)
- Low and Moderate Median Family Income Areas (2000)
- Low and Moderate Per Capita Income Areas (2000)
- Street Projects INSIDE areas identified as having higher than County Average of a minority population or low-mid income
- Street Projects OUTSIDE areas identified as having higher than County Average of a minority population or low-mid income



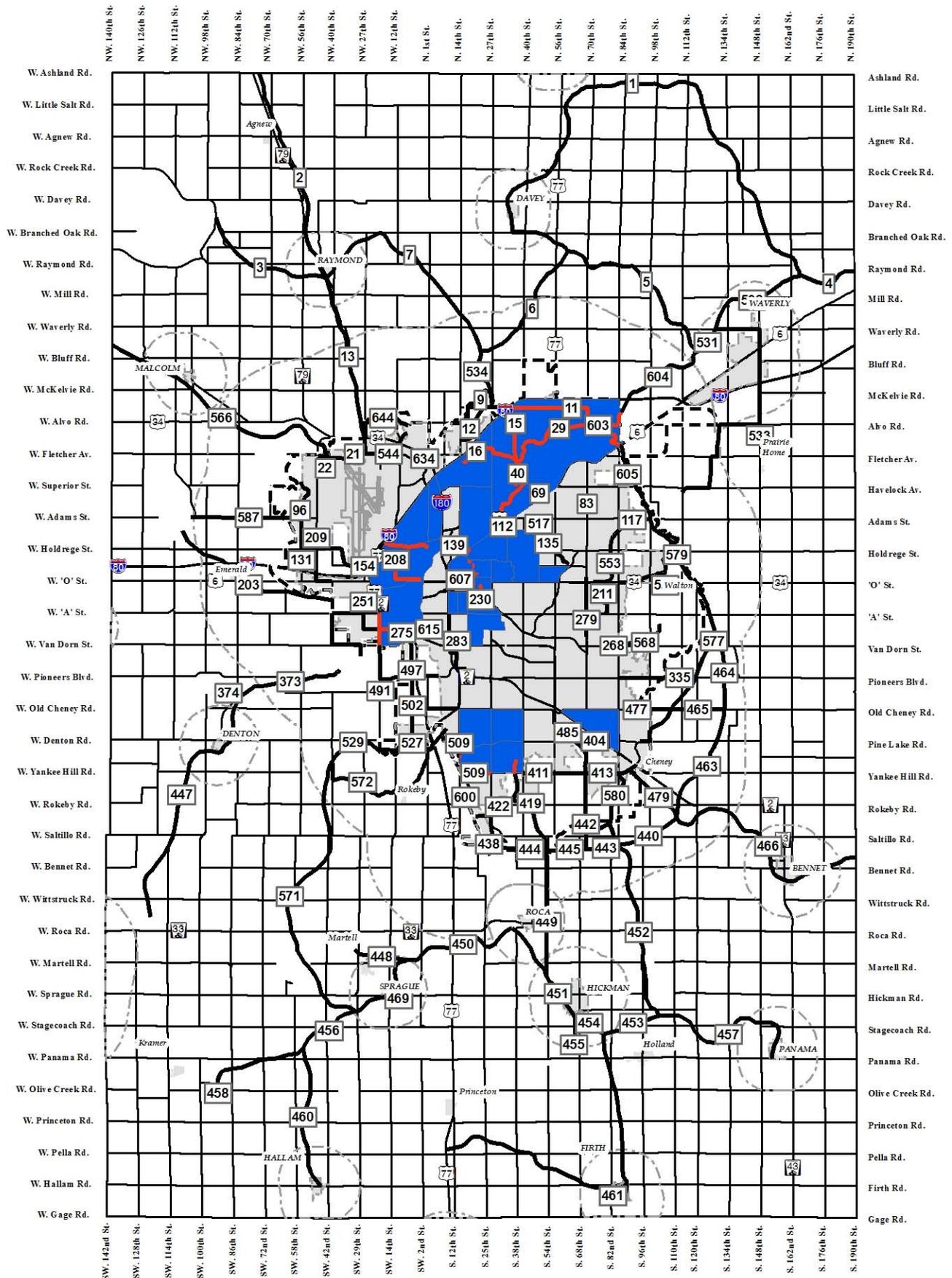


LANCASTER COUNTY SOCIAL RESOURCES

Pacific Islander - Street Projects

- Future Service Limit
- City and Village Limits
- Hispanic Population Percentage > County Average (5.85%)
- American Indian & Alaska Native Population Percentage > County Average (0.59%)
- Asian & Pacific Islander Population Percentage > County Average (3.47%)
- Pacific Islander Population Percentage > County Average (0.05%)
- Black / African American Population Percentage > County Average (3.38%)
- Low and Moderate Income Areas (Updated 2006)
- Low and Moderate Median Family Income Areas (2000)
- Low and Moderate Per Capita Income Areas (2000)
- Street Projects INSIDE areas identified as having higher than County Average of a minority population or low-mid income
- Street Projects OUTSIDE areas identified as having higher than County Average of a minority population or low-mid income



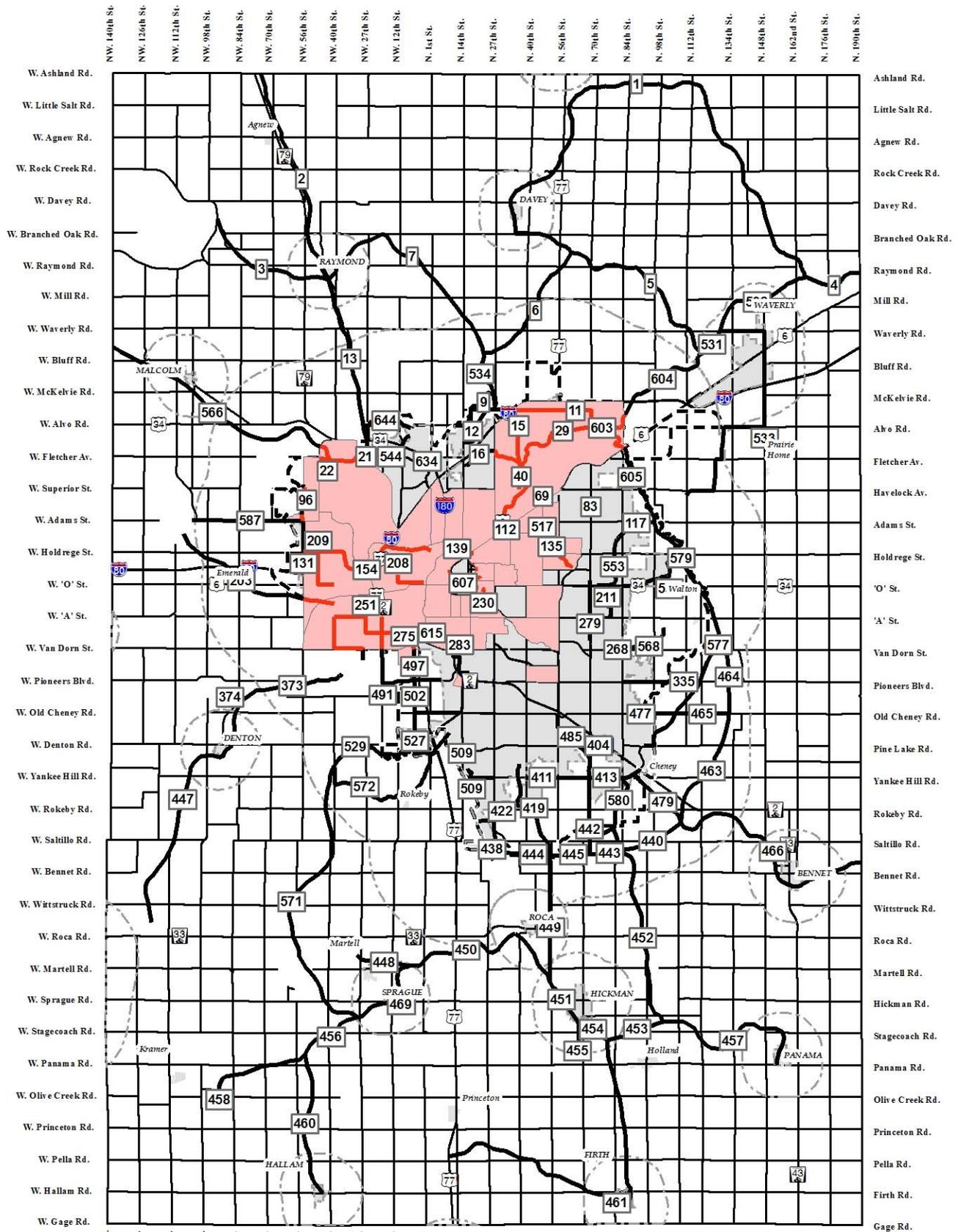


LANCASTER COUNTY SOCIAL RESOURCES

Asian - Trail Projects

- Future Service Limit
- City and Village Limits
- Hispanic Population Percentage > County Average (5.85%)
- American Indian & Alaska Native Population Percentage > County Average (0.59%)
- Asian & Pacific Islander Population Percentage > County Average (3.47%)
- Pacific Islander Population Percentage > County Average (0.05%)
- Black / African American Population Percentage > County Average (3.38%)
- Low and Moderate Income Areas (Updated 2006)
- Low and Moderate Median Family Income Areas (2000)
- Low and Moderate Per Capita Income Areas (2000)
- Trail Projects INSIDE areas identified as having higher than County Average of a minority population or low-mid income
- Trail Projects OUTSIDE areas identified as having higher than County Average of a minority population or low-mid income



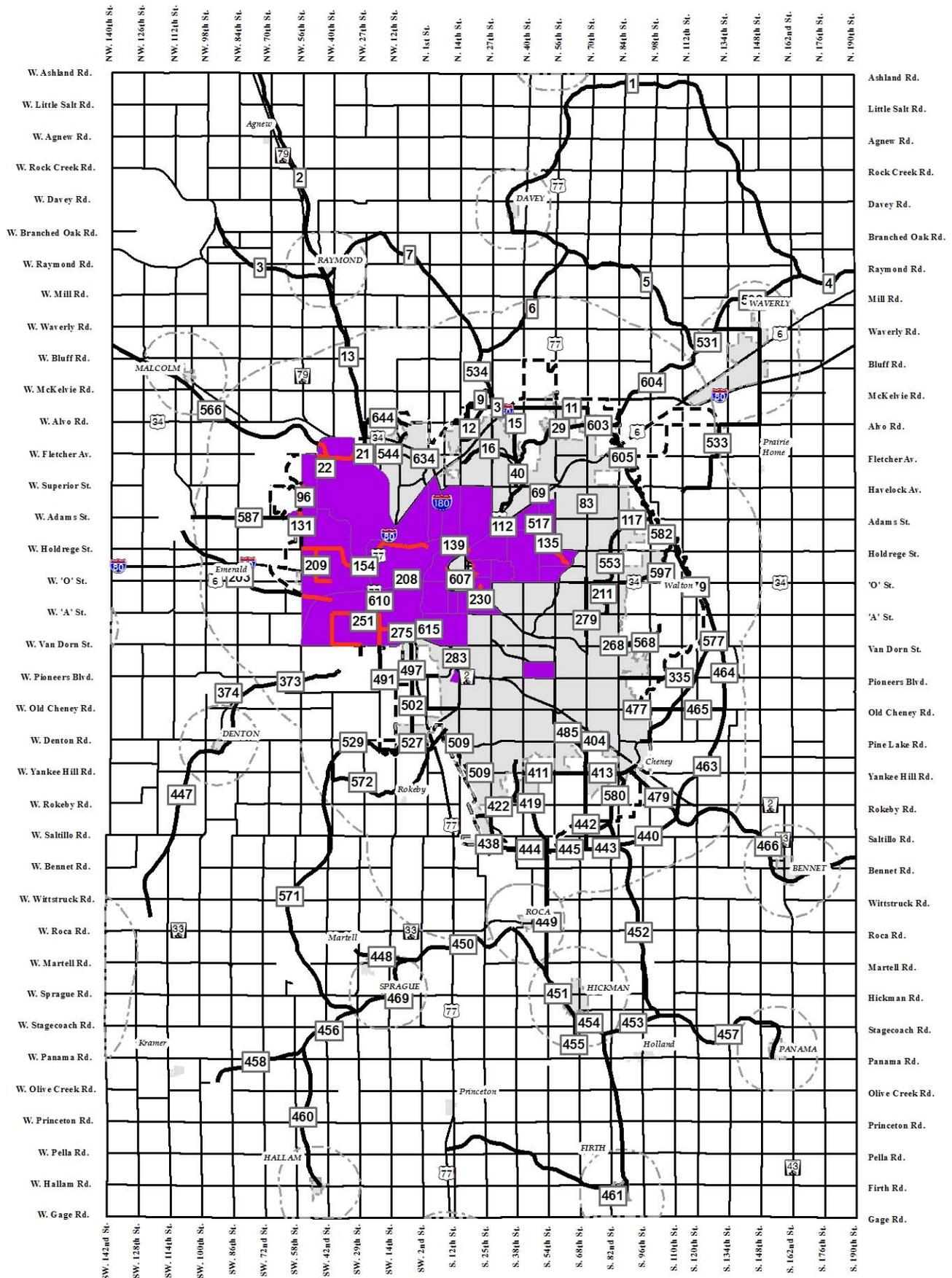


LANCASTER COUNTY SOCIAL RESOURCES

Black / African American - Trail Projects

- Future Service Limit
- City and Village Limits
- Hispanic Population Percentage > County Average(5.85%)
- American Indian & Alaska Native Population Percentage > County Average(0.59%)
- Asian & Pacific Islander Population Percentage > County Average(3.47%)
- Pacific Islander Population Percentage > County Average(0.05%)
- Black / African American Population Percentage > County Average(3.38%)
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- Trail Projects INSIDE areas identified as having higher than County Average of a minority population or low/mod income
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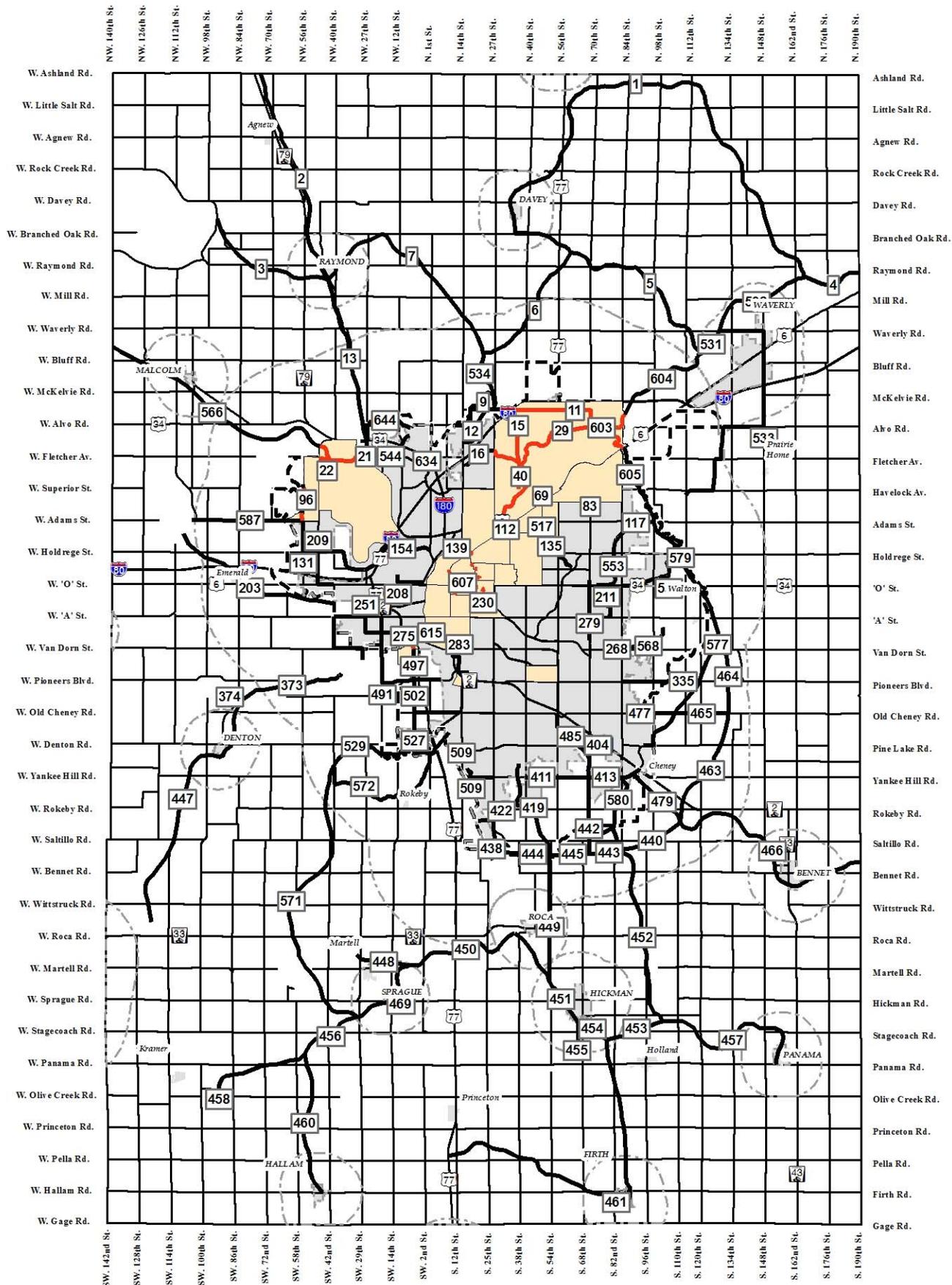


LANCASTER COUNTY SOCIAL RESOURCES

Hispanic Origin - Trail Projects

- Future Service Limit
- City and Village Limits
- Hispanic Population Percentage > County Average (5.85%)
- American Indian & Alaska Native Population Percentage > County Average (0.59%)
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- Pacific Islander Population Percentage > County Average (0.05%)
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- Low and Moderate Median Family Income Areas (2000)
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LANCASTER COUNTY SOCIAL RESOURCES

Low and Moderate Income Areas(Median Fam. Inc.) - Trail Projects

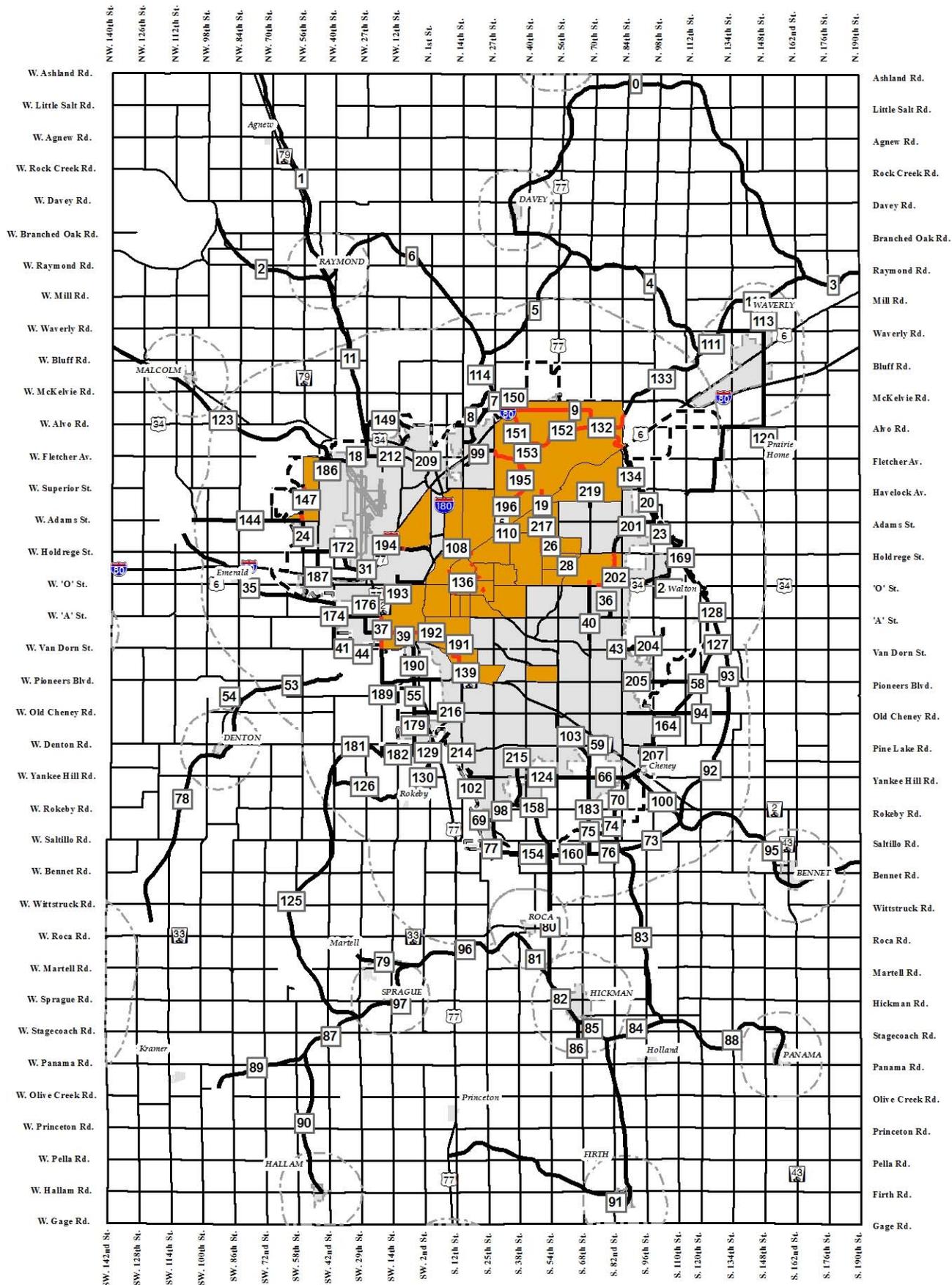
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- City and Village Limits
- Hispanic Population Percentage > County Average(5.85%)
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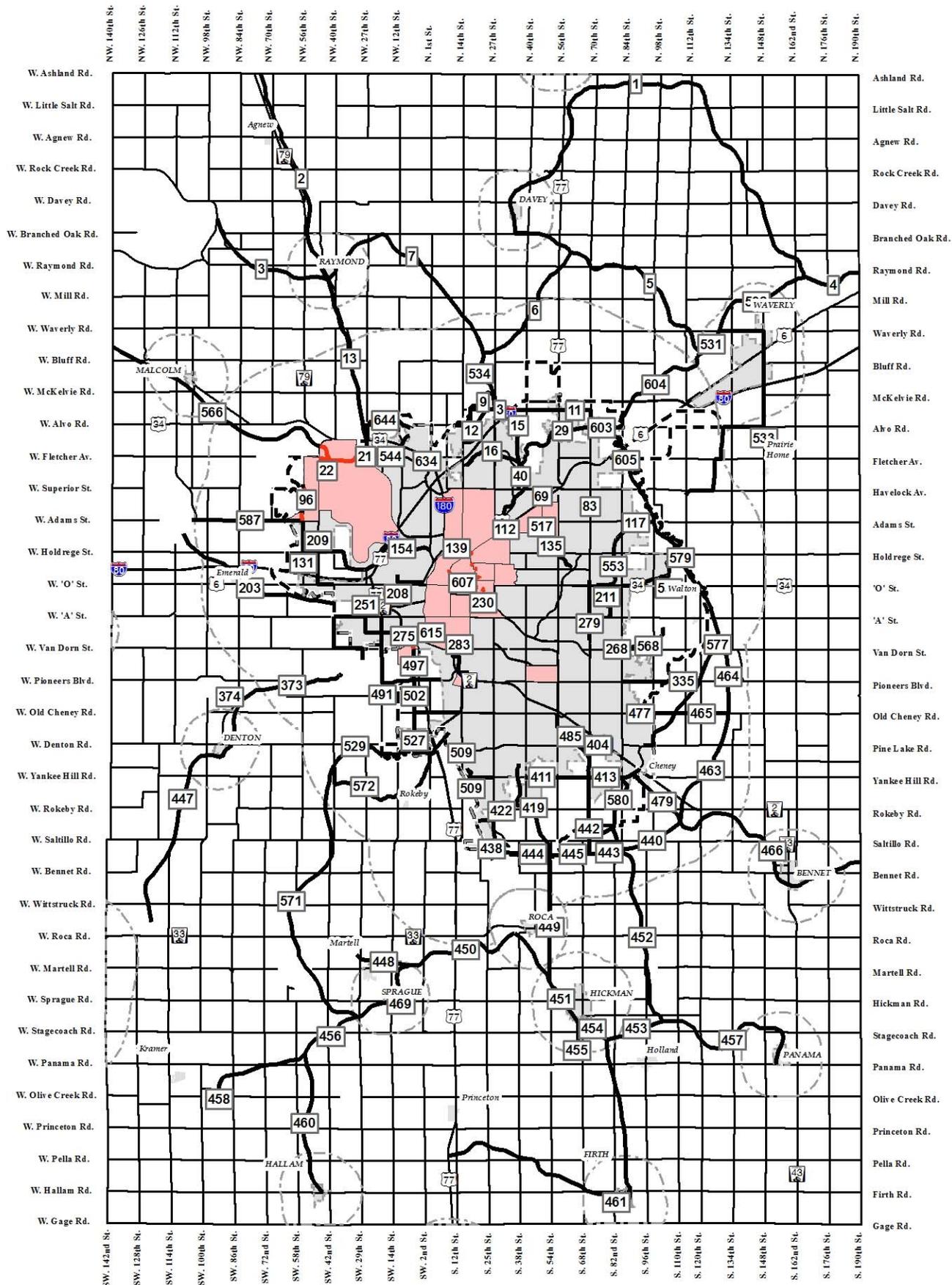


LANCASTER COUNTY SOCIAL RESOURCES

Low and Moderate Income Areas(Household Inc.) - Trail Projects

-  Future Service Limit
-  City and Village Limits
-  Hispanic Population Percentage > County Average(5.85%)
-  American Indian & Alaska Native Population Percentage > County Average(0.59%)
-  Asian & Pacific Islander Population Percentage > County Average(3.47%)
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-  Low and Moderate Median Family Income Areas (2000)
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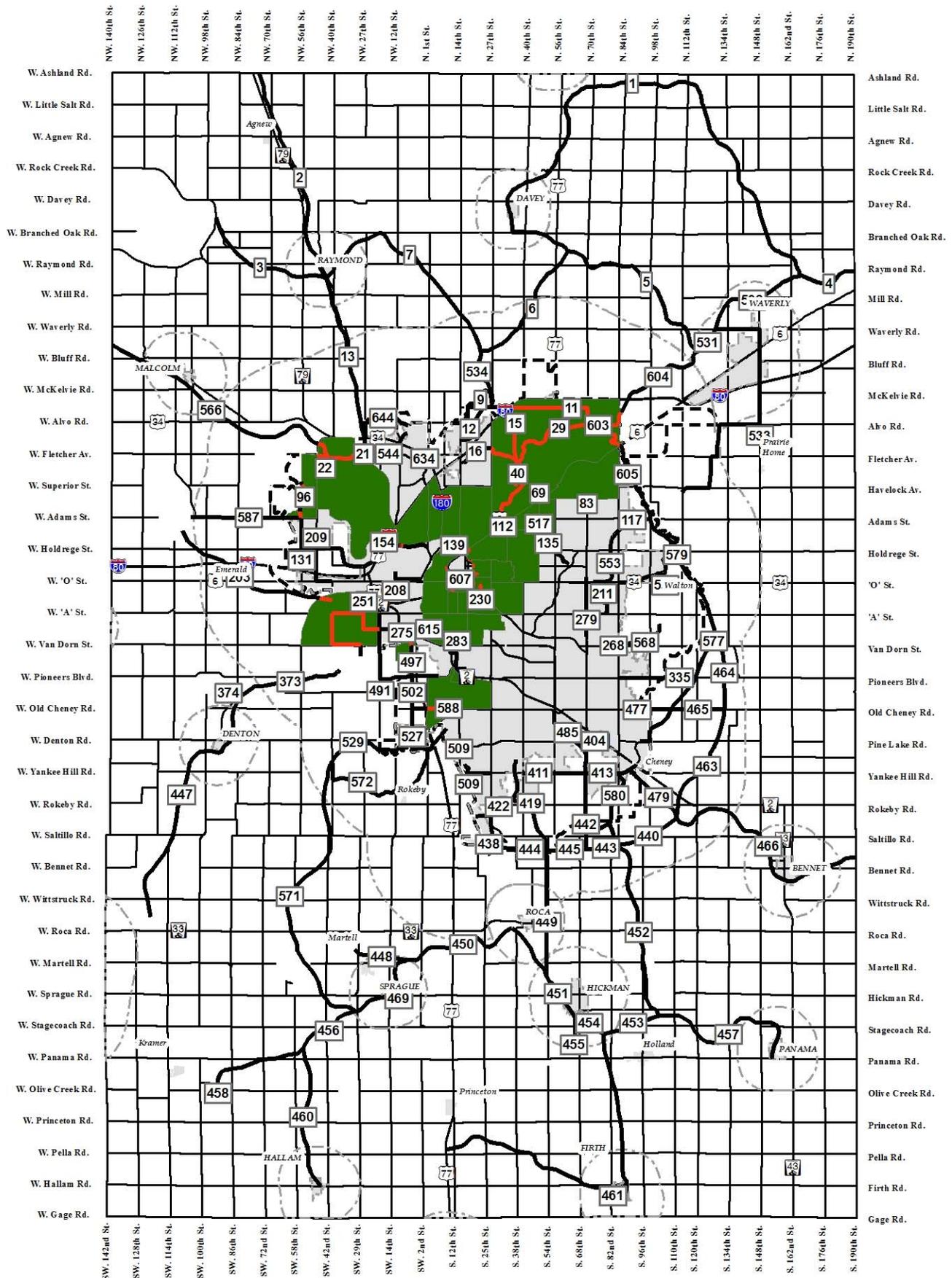


LANCASTER COUNTY SOCIAL RESOURCES

Low and Moderate Income Areas(Per Capita Inc.) - Trail Projects

- Future Service Limit
- City and Village Limits
- Hispanic Population Percentage > County Average(5.85%)
- American Indian & Alaska Native Population Percentage > County Average(0.59%)
- Asian & Pacific Islander Population Percentage > County Average(3.47%)
- Pacific Islander Population Percentage > County Average(0.05%)
- Black / African American Population Percentage > County Average(3.38%)
- Low and Moderate Income Areas (Updated 2006)
- Low and Moderate Median Family Income Areas (2000)
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- Trail Projects INSIDE areas identified as having higher than County Average of a minority population or low/mod income
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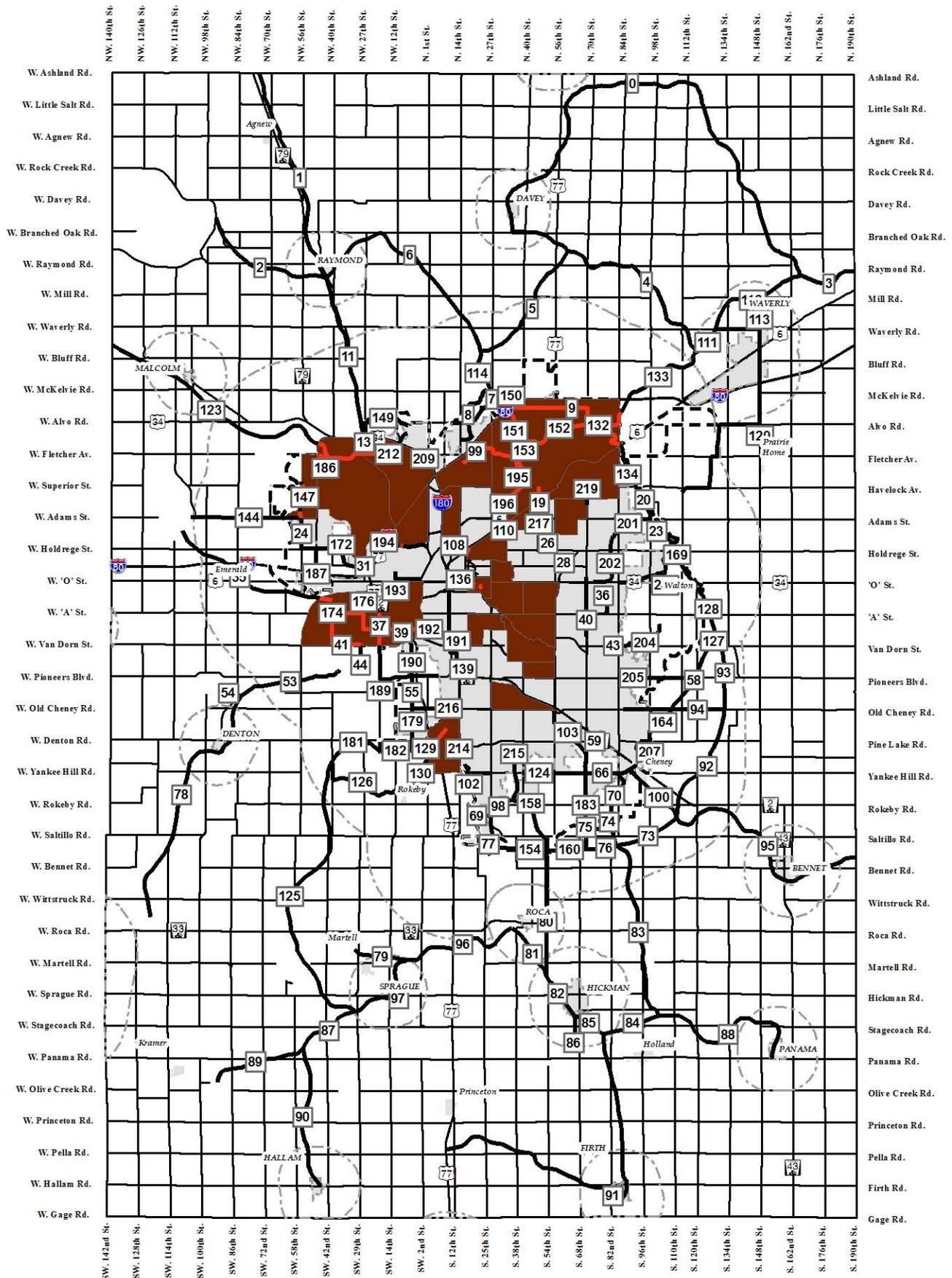


LANCASTER COUNTY SOCIAL RESOURCES

American Indian / Native Alaskan - Trail Projects

- Future Service Limit
- City and Village Limits
- Hispanic Population Percentage > County Average(5.85%)
- American Indian & Alaska Native Population Percentage > County Average(0.59%)
- Asian & Pacific Islander Population Percentage > County Average(3.47%)
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- Trail Projects INSIDE areas identified as having higher than County Average of a minority population or low/mod income
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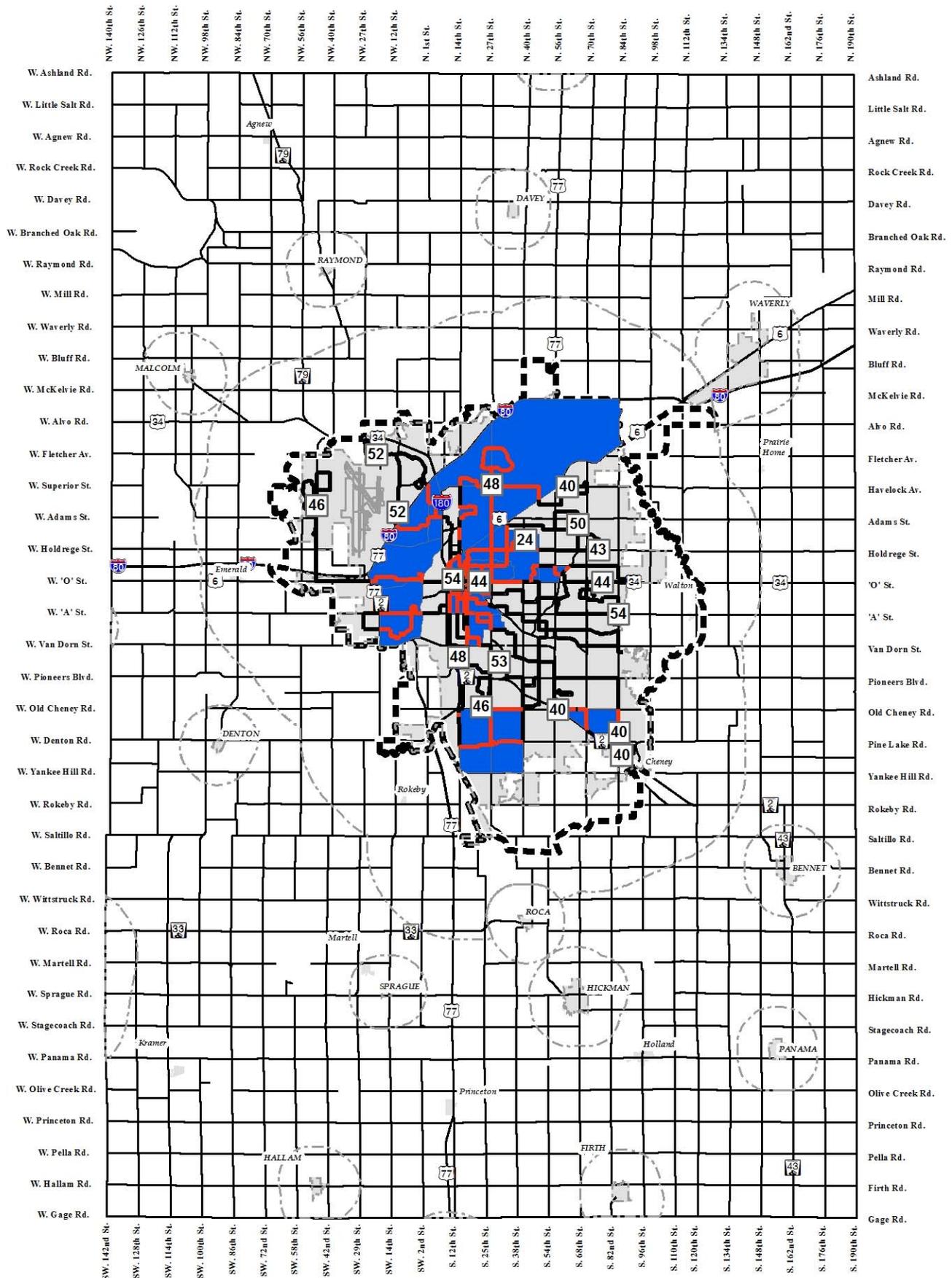


LANCASTER COUNTY SOCIAL RESOURCES

Pacific Islander - Trail Projects

- Future Service Limit
- City and Village Limits
- Hispanic Population Percentage > County Average (5.85%)
- American Indian & Alaska Native Population Percentage > County Average (0.59%)
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- Pacific Islander Population Percentage > County Average (0.05%)
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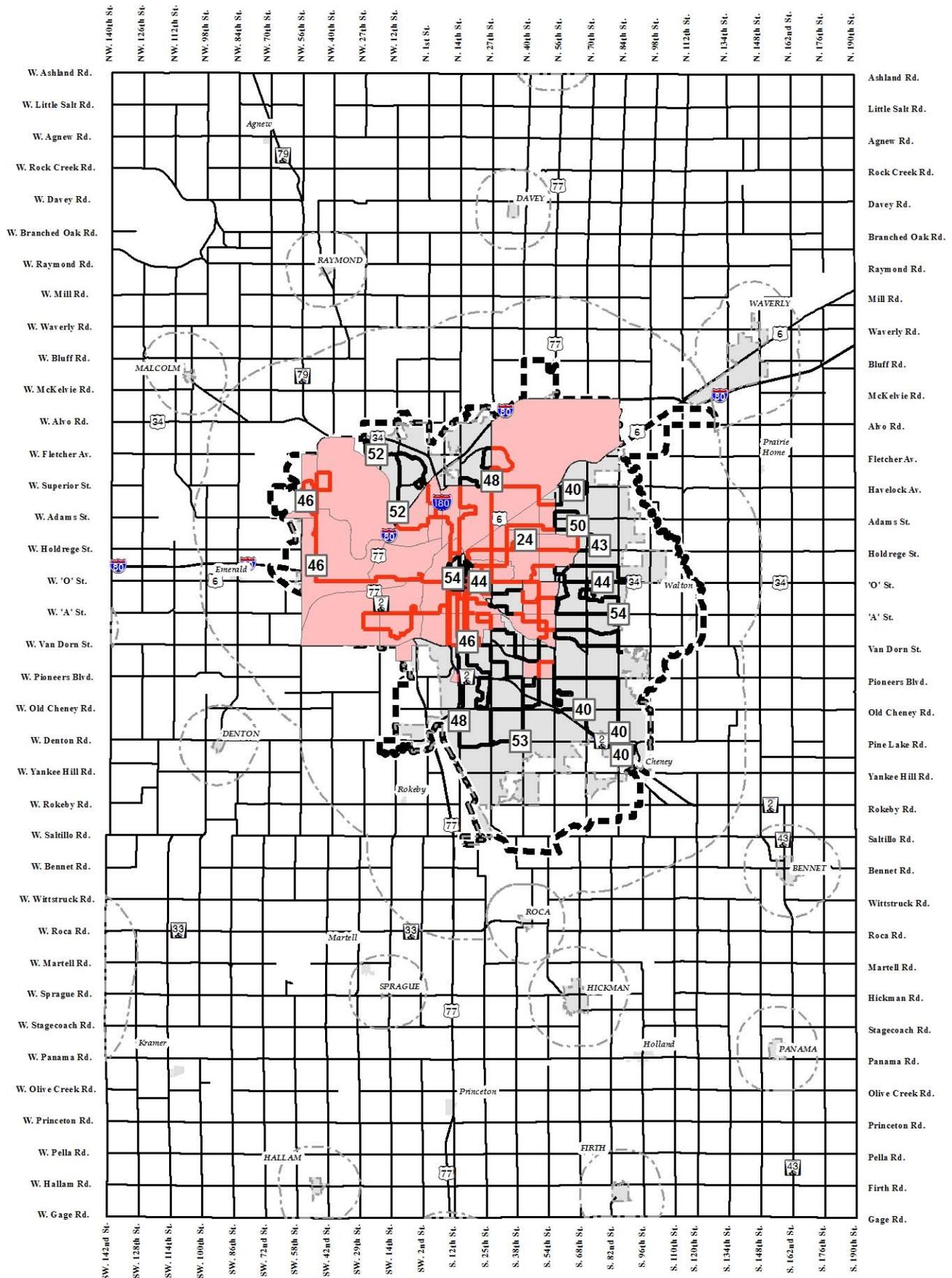
LANCASTER COUNTY SOCIAL RESOURCES

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- Low and Moderate Median Family Income Areas (2000)
- Low and Moderate Per Capita Income Areas (2000)

Asian - StarTran Routes

- StarTran Routes INSIDE areas identified as having higher than County Average of a minority population or low/mod income
- StarTran Routes OUTSIDE areas identified as having higher than County Average of a minority population or low/mod income



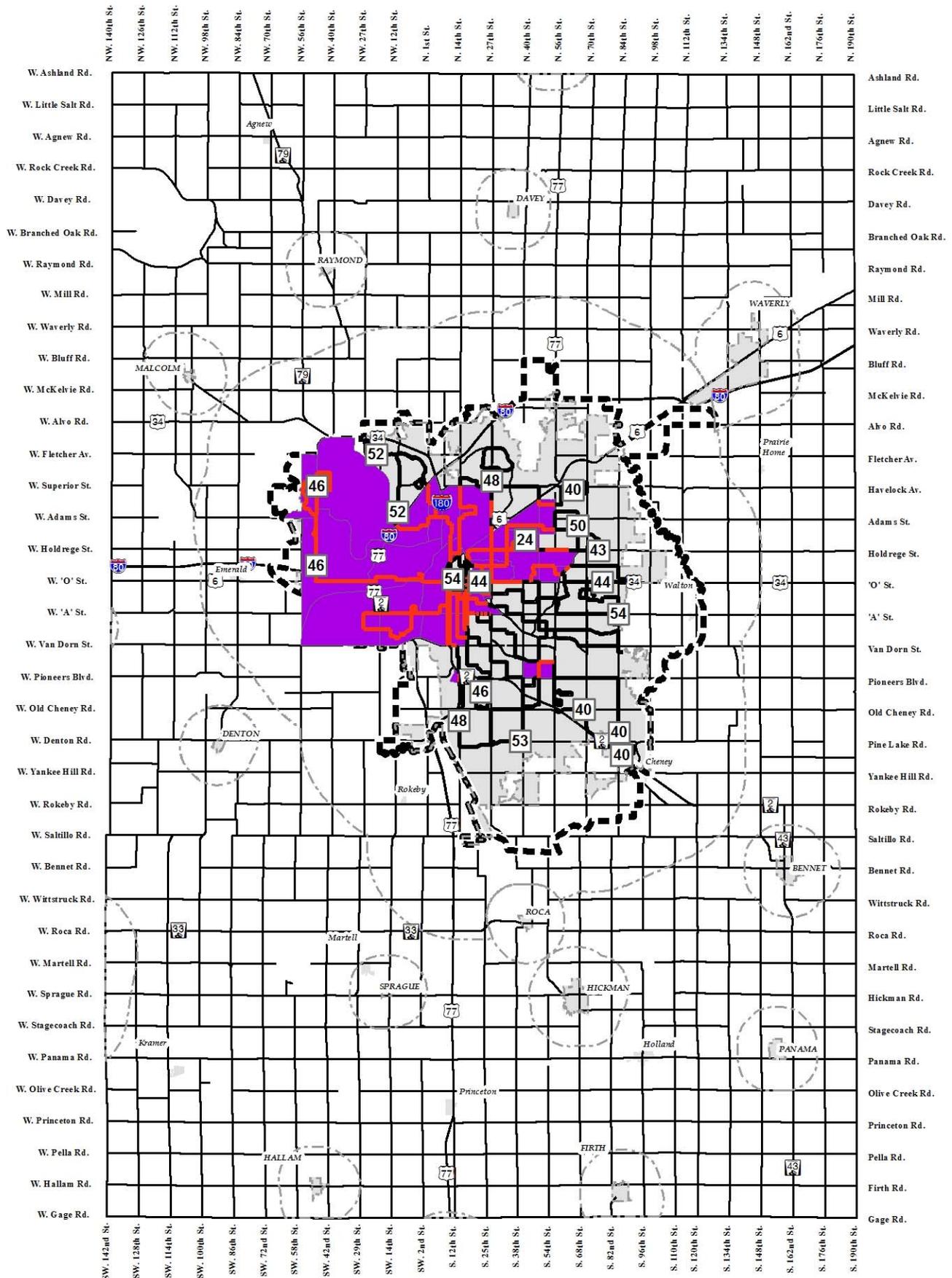


LANCASTER COUNTY SOCIAL RESOURCES

Black/African American - StarTran Routes

- Future Service Limit
- City and Village Limits
- Hispanic Population Percentage > County Average (5.85%)
- American Indian & Alaska Native Population Percentage > County Average (0.59%)
- Asian & Pacific Islander Population Percentage > County Average (3.47%)
- Pacific Islander Population Percentage > County Average (0.05%)
- Black / African American Population Percentage > County Average (3.38%)
- Low and Moderate Income Areas (Updated 2006)
- Low and Moderate Median Family Income Areas (2000)
- Low and Moderate Per Capita Income Areas (2000)
- StarTran Routes INSIDE areas identified as having higher than County Average of a minority population or low-mid income
- StarTran Routes OUTSIDE areas identified as having higher than County Average of a minority population or low-mid income





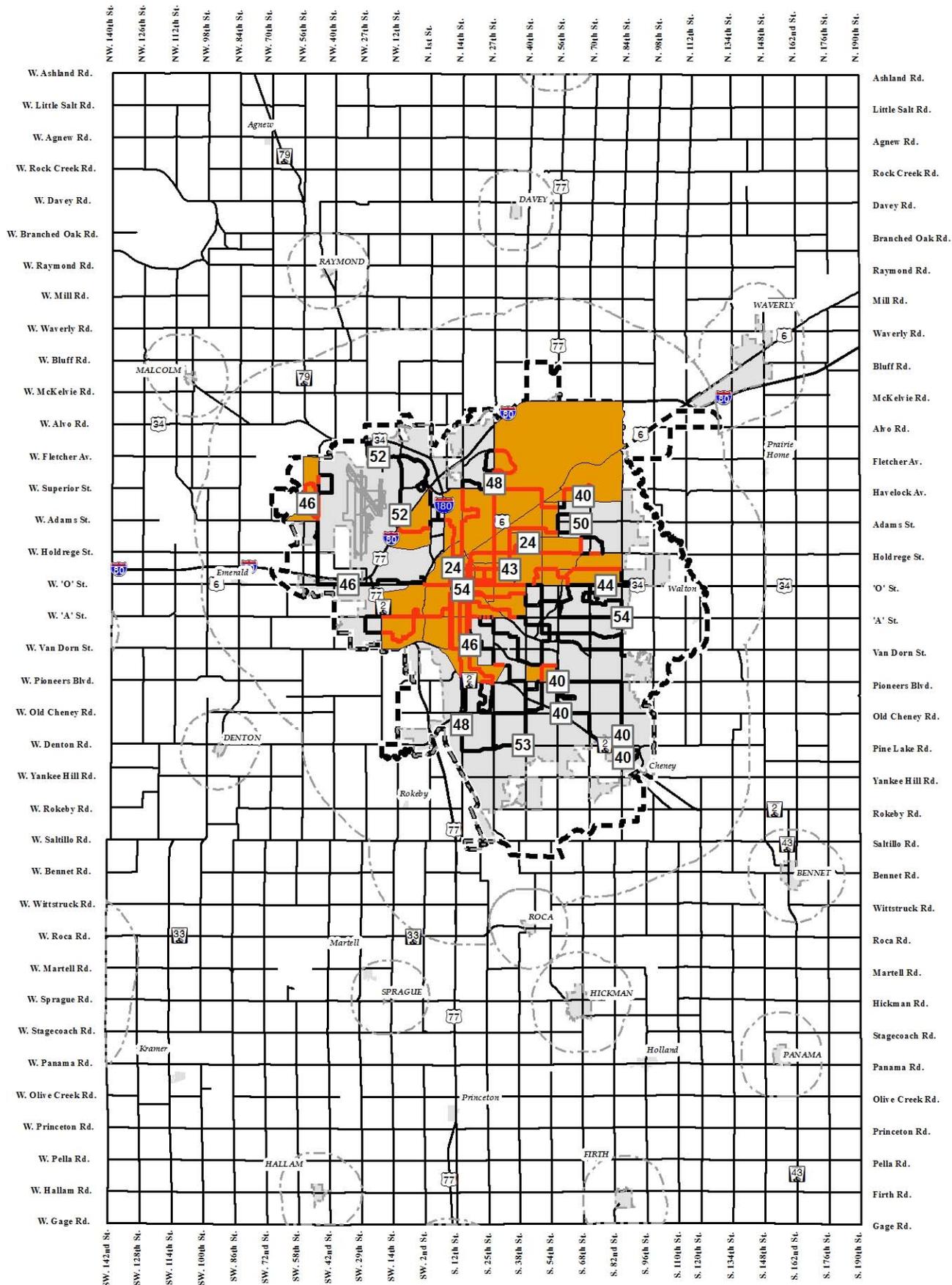
LANCASTER COUNTY SOCIAL RESOURCES

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Hispanic Origin - StarTran Routes

- StarTran Routes INSIDE areas identified as having higher than County Average of a minority population or low-mo income
- StarTran Routes OUTSIDE areas identified as having higher than County Average of a minority population or low-mo income





LANCASTER COUNTY SOCIAL RESOURCES

Low and Moderate Income Areas(Household Inc.) - StarTran Routes

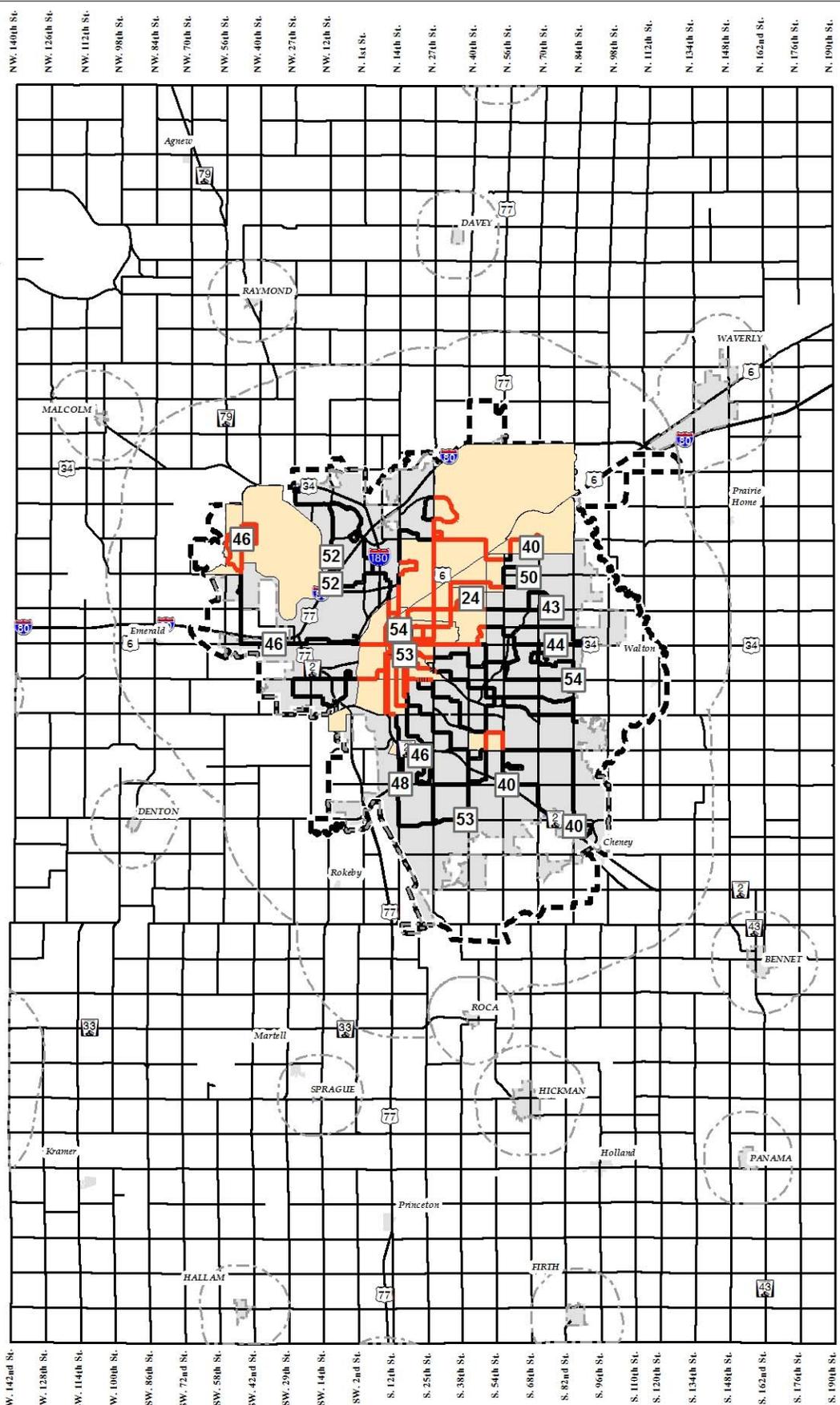
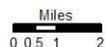
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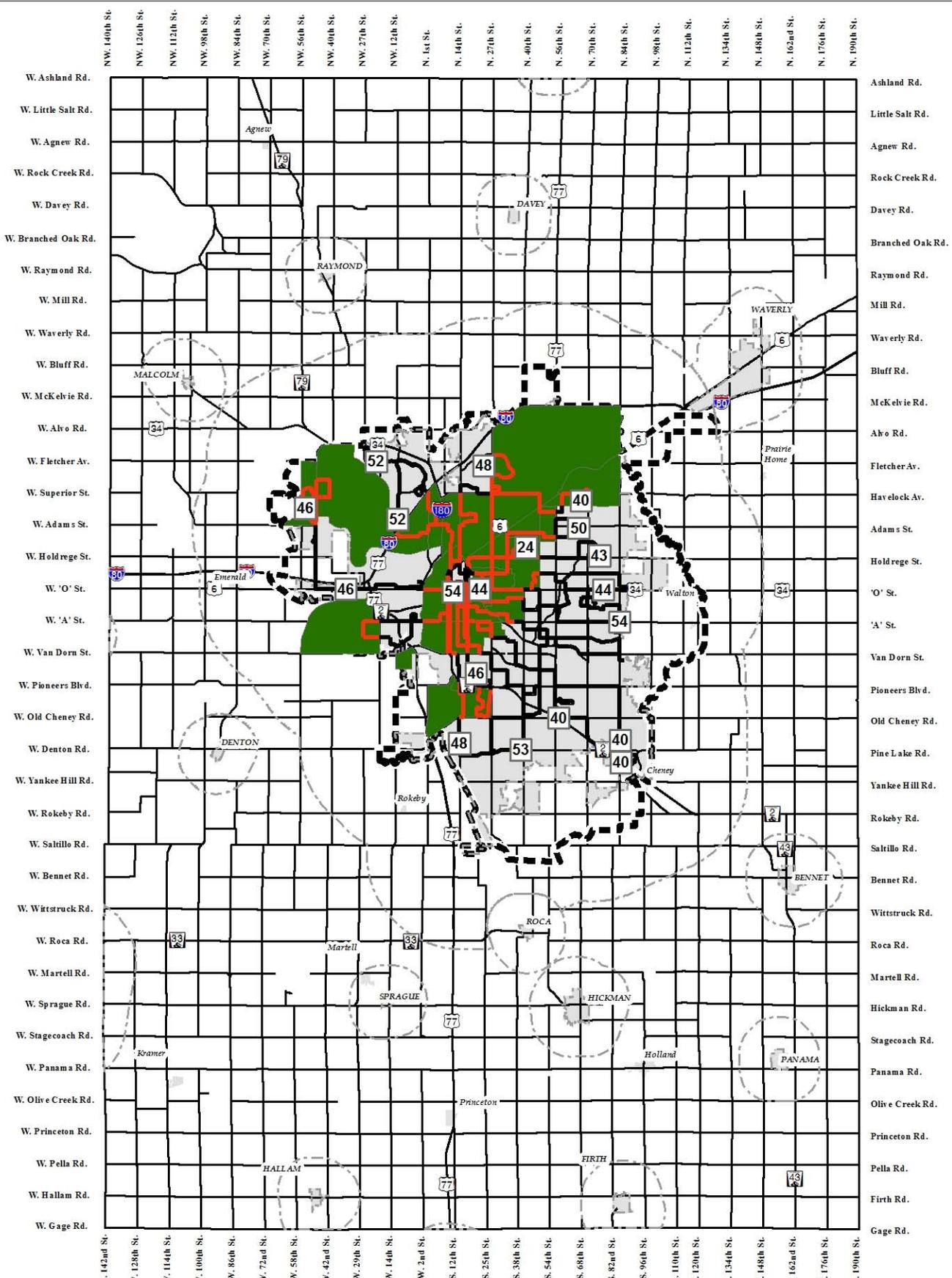


LANCASTER COUNTY SOCIAL RESOURCES

Low and Moderate Income Areas (Median Fam. Inc.) - StarTran Routes

-  Future Service Limit
-  City and Village Limits
-  Hispanic Population Percentage > County Average (5.85%)
-  American Indian & Alaska Native Population Percentage > County Average (0.59%)
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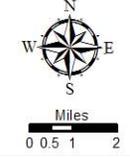


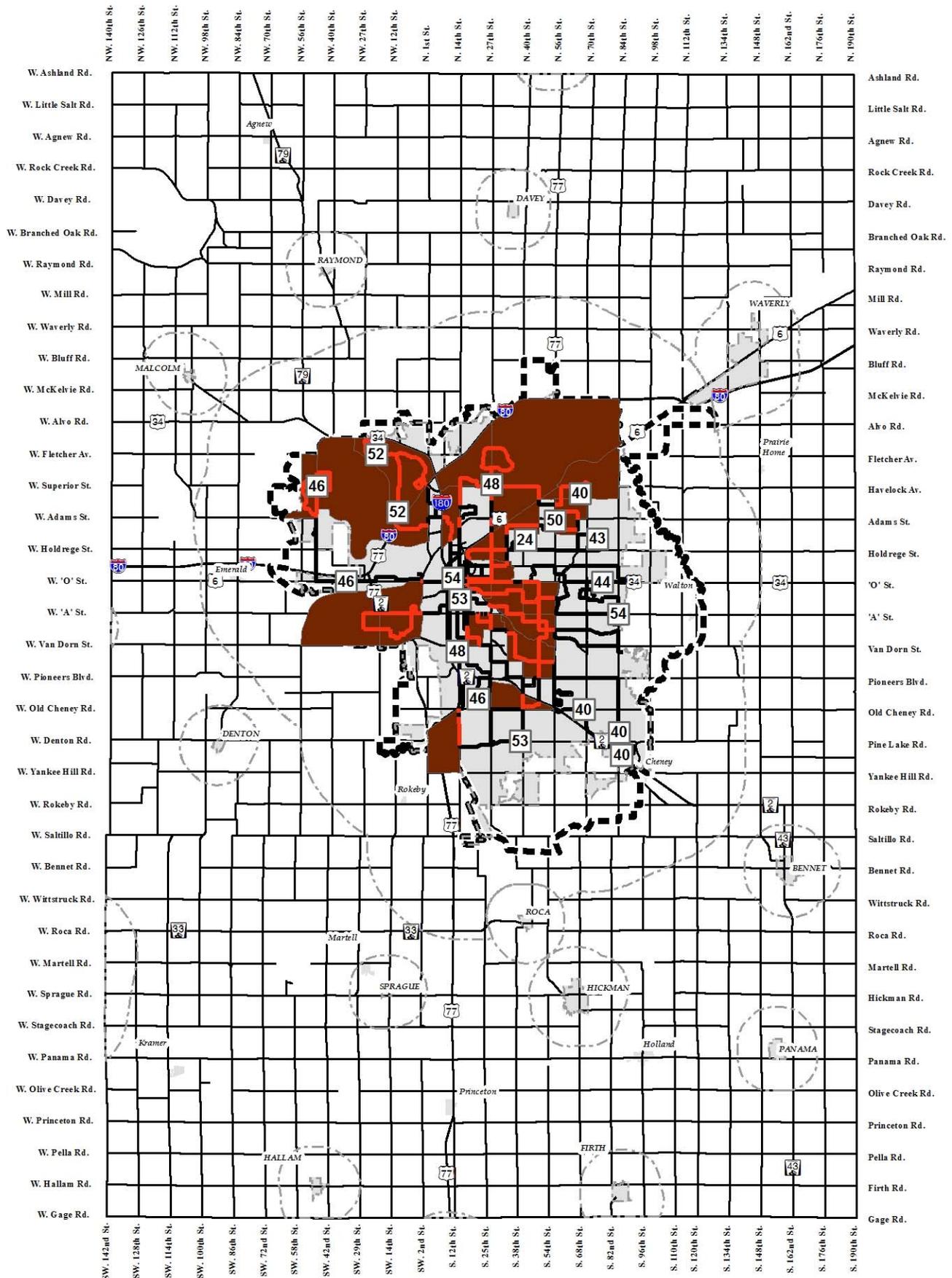


LANCASTER COUNTY SOCIAL RESOURCES

American Indian/Alaska Native - StarTran Routes

- Future Service Limit
- City and Village Limits
- Hispanic Population Percentage > County Average (5.85%)
- American Indian & Alaska Native Population Percentage > County Average (0.59%)
- Asian & Pacific Islander Population Percentage > County Average (3.47%)
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LANCASTER COUNTY SOCIAL RESOURCES

Pacific Islander - StarTran Routes

- Future Service Limit
- City and Village Limits
- Hispanic Population Percentage > County Average (5.85%)
- American Indian & Alaska Native Population Percentage > County Average (0.59%)
- Asian & Pacific Islander Population Percentage > County Average (3.47%)
- Pacific Islander Population Percentage > County Average (0.05%)
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- StarTran Routes INSIDE areas identified as having higher than County Average of a minority population or low/mod income
- StarTran Routes OUTSIDE areas identified as having higher than County Average of a minority population or low/mod income



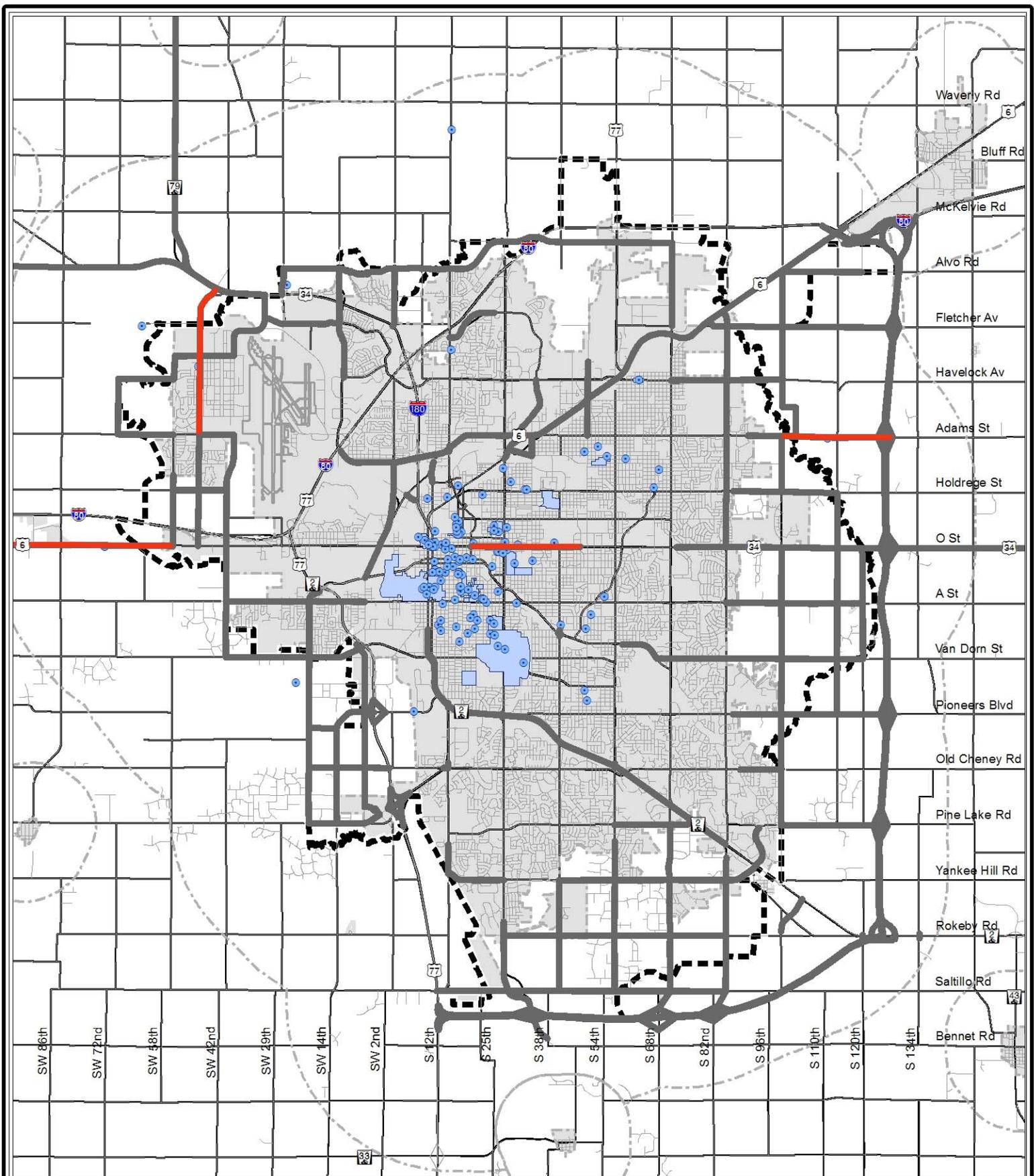
Cultural Conflict Table and Maps (due to a small number of projects in conflict with the resources, the table is sorted to show the projects with conflict at the top)

2040 LRTP Urban Area St System Improvements	
Facility	Miles of Proposed Transportation Projects in Conflict
State St Projects	
1 US-34 East, 84th St to east county line	
2 US-34 West, west city limits to west county line	
3 US-6 West, west city limits to west county line	6.05
4 US-77 and Warlick Blvd Intersection	
5 US-77 and West Pioneers Blvd Intersection	
6 US-79, US-34 to County Line	
Proposed St Projects	
55 US-34 ("O" St.), Antelope Valley N/S Rdwy. (19th St.) to 46th St	1.98
10 Adams St, N. 98th St to East Beltway	2.00
93 NW 48th St, US-34 to Adams	2.75
7 W. Adams St, NW 70th St to NW 56th St	
8 W. Adams St, NW. 48th St to NW 38th St	
9 Adams St, N. 90th to N. 98th St	
11 Arbor Rd, N. 56th St to N. 70th St	
12 Arbor Rd, N. 27th St to N. 56th St	
13 Alvo/Arbor, N. 14th St to N. 27th St	
14 W. Alvo Rd, NW 27th St to NW 12th St	
15 W. Alvo Rd, NW 12th St to N. 1st St	
16 Alvo Rd, N. 1st St to N. 7th St	
17 Alvo Rd, N. 7th St to N. 14th St	
18 Alvo Rd, N. 98th St to 1/4 mile east of N. 120th	
19 Antelope Valley P2, Adams St, 35th St. area over 33rd to Huntington Ave.	
20 Antelope Valley P2, Ant.Valley Rdwy, East Leg End to N/O Corn. Hwy. to Superior, Salt Creek	
21 Antelope Valley P2, Huntington Ave., P1 connection to N. 33rd St AV	
22 Antelope Valley P2,N. 33rd St. US-6 to Huntington Ave. RR Rdwy Underpass	
23 W. "A" St, SW. 40th St to Coddington Avenue	
24 W. "A" St, Coddington to Folsom	
25 "A" St, S. 112th St to S. 120th St	
26 "A" St, S. 84th St to S. 112th St	
27 S. Coddington Avenue, Van Dorn St to Denton Rd	

- 28 US-6 (Corn. Hwy), I-80 Exit 399 (NW 12th) to N. 11th St
- 29 US-6 (Corn. Hwy), N. 11th St to N. 20th St
- 30 US-6 (Corn. Hwy), N. 20th St to N. 33rd St
- 31 US-6 (Corn. Hwy), 33rd St to N. 56th St
- 32 US-6 (Corn. Hwy), 56th St to N. 84th St
- 33 US-6 (Corn. Hwy), N. 84th St to Waverly Interchange (Exit 409)
- 34 W. Cummings St, NW 56th St to NW 52nd St
- 35 W. Cummings St, NW 48th St to NW 38th St
- 36 W. Denton Rd, Coddington Avenue to Folsom St
- 37 Denton Rd, S. Folsom St to Amaranth Lane
- 38 East Beltway, I-80 to Hwy-2
- 39 W. Fletcher Avenue, NW 31st St to NW 27th St
- 40 W. Fletcher Avenue, NW 27th St to NW 13th St
- 41 Fletcher Avenue, N. 14th St to Tellride Drive
- 42 Fletcher Avenue, US-6 to N. 84th St
- 43 Fletcher Avenue, N. 84th St to East Beltway
- 44 S. Folsom St, Pioneers Blvd to Denton Rd
- 45 S. Folsom St, W. Van Dorn St to Pioneers Blvd
- 46 Havelock Avenue, N. 70th St to N. 84th St
- 47 Havelock Avenue, N. 84th St to N. 98th St
- 48 Hwy-2, Old Cheney Rd to S. 84th St
- 49 Hwy-2, Van Dorn St to Old Cheney Rd
- 50 W. Holdrege St, NW 56th St to NW 48th St
- 51 W. Holdrege St, NW 48th St to NW 40th St
- 52 Holdrege St, N. 86th St to N. 98th St
- 53 Holdrege St, N. 98th St to N. 112th St
- 54 Normal Blvd, S. 58th St to Van Dorn St
- 56 US-34 ("O" St), Wedgewood Drive to 98th St
- 57 W. Old Cheney Rd, Coddington Avenue to SW 12th St
- 58 W. Old Cheney Rd, SW 12th St to US-77
- 59 Old Cheney Rd, S. 88th St to S. 98th St
- 60 Pine Lake Rd, S. 57th St to Hwy-2
- 61 Pine Lake Rd, S. 98th St to East Beltway
- 62 W. Pioneers Blvd, Coddington Avenue to SW 12th St
- 63 W. Pioneers Blvd, SW 12th St to US-77
- 64 Pioneers Blvd, S. 86th St to S. 98th St
- 65 Pioneers Blvd, S. 98th St to S. 112th St
- 66 Pioneers Blvd, S. 112th St to East Beltway
- 67 Rokeby Rd, S. 27th St to S. 40th St

- 68 Rokeby Rd, S. 40th St to S. 56th St
- 69 Rokeby Rd, S. 56th St to S. 84th St
- 70 Saltillo Rd, US-77 to S. 27th St
- 71 Saltillo Rd, S. 27th St to S. 40th St
- 72 Saltillo Rd, S. 40th St to S. 56th St
- 73 Saltillo Rd, S. 56th St to S. 70th St
- 74 Saltillo Rd, S. 70th St to S. 84th St
- 75 South Beltway, US-77 to Hwy-2 (20% Local Match)
- 76 US-6 (Sun Valley Blvd.), Corn. Hwy (US-6) to W "O" St.(US-6), including R.R Overpass (local 20% share)
- 77 Sun Valley Blvd. Extension, US-6 to Rosa Parks Way, including Overpass
- 78 W. Superior St, NW 70th St to NW 56th St
- 79 W. Van Dorn St, SW 40th St to Coddington Avenue
- 80 W. Van Dorn St, Coddington Avenue to US-77
- 81 Van Dorn St, Normal Blvd to S. 84th St
- 82 Van Dorn St, S. 84th St to S. 112th St
- 83 Van Dorn St, S. 112th St to S. 120th St
- 84 W. Webster St, NW 38th St to NW 31st St
- 85 Yankee Hill Rd, S. 14th St to S. 27th St
- 86 Yankee Hill Rd, S. 40th St to S. 56th St
- 87 Yankee Hill Rd, S. 56th St to S. 70th St
- 88 Yankee Hill Rd, S. 70th St to S. 84th St
- 89 Yankee Hill Rd, S. 84th St to Hwy-2
- 90 NW 70th St, W. Superior St to W. Adams St
- 91 NW 56th St, W. Partridge Lane to W. "O" St
- 92 NW. 56th St, W. Cummings St to W. Superior St
- 94 NW 48th St, Adams to US-6
- 95 NW 40th St, W. Holdrege St to W. Vine St
- 96 NW 40th St, W. Vine St to US-6, including I-80 Overpass
- 97 SW 40th St, US-6 to W. "A" St
- 98 SW 40th St, W. "A" St to W. Van Dorn St
- 99 NW 38th St, W. Cummings St to W. Webster St
- 100 NW 38th St, W. Adams St to W. Holdrege St
- 101 NW 31st St, W. Webster St to US-34
- 102 NW 27th St, Highway 34 to Alvo Rd
- 103 NW 12th St, W. Alvo Rd to Fletcher Avenue , US 34 Overpass
- 104 NW 12th St, W. Fletcher Avenue to Highlands Blvd

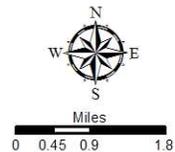
105	SW 12th St, W. Pioneers Blvd. to Denton Rd	
106	N. 1st St, Alvo Rd to US-34	
107	N. 10th St, US-6 to Military Rd, including Salt Creek Bridge	
108	S. 14th St, Garrett Lane to Yankee Hill Rd	
109	S. 27th St, Whispering Wind Blvd to Rokeby Rd	
110	S. 27th St, Rokeby Rd to Saltillo Rd	
111	S. 40th St, Rokeby Rd to Saltillo Rd	
112	S. 40th St, Yankee Hill Rd to Rokeby Rd	
113	N. 48th St, Doris Bair Circle to Superior St	
114	N. 48th St, Superior St to Fremont St	
115	N. 48th St, Fremont St to Greenwood St (*)	
116	S. 56th St, Thompson Creek Blvd. to Yankee Hill Rd	
117	S. 56th St, Yankee Hill Rd to Saltillo Rd	
118	N. 70th St, Arbor Rd to US-6	
119	S. 70th St, Pine Lake Rd to Yankee Hill Rd	
120	S. 70th St, Yankee Hill Rd to Rokeby Rd	
121	S. 70th St, Rokeby Rd to Saltillo Rd	
122	N. 84th St, US-6 to US-34	
123	S. 84th St, Amber Hill Rd to Yankee Hill Rd	
124	S. 84th St, Yankee Hill Rd to Saltillo Rd	
125	S. 9th St, Van Dorn to South St	
126	S. 91st St, Pine Lake Rd to Hwy-2	
127	N. 98th St, US-6 to Fletcher Avenue	
128	N. 98th St, Fletcher Avenue to Adams St	
129	N. 98th St, Adams St to Holdrege St	
130	S. 98th St, US-34 to "A" St	
131	S. 98th St, "A" St to Pioneers Blvd	
132	S. 98th St, Pioneers Blvd to Old Cheney Rd	
133	N. 112th St, Holdrege St to US-34	
134	S. 112th St, US-34 to Van Dorn St	
135	S. 112th St, Van Dorn St to Pioneers Blvd	
136	S. 120th St, US-34 to Van Dorn St	
Total Street Project Miles		12.78
Proposed Trails Projects 304.72 miles of Trails in the City and County (Area of analysis includes 50 feet either side of all trails - 100 foot total width)"		1.53

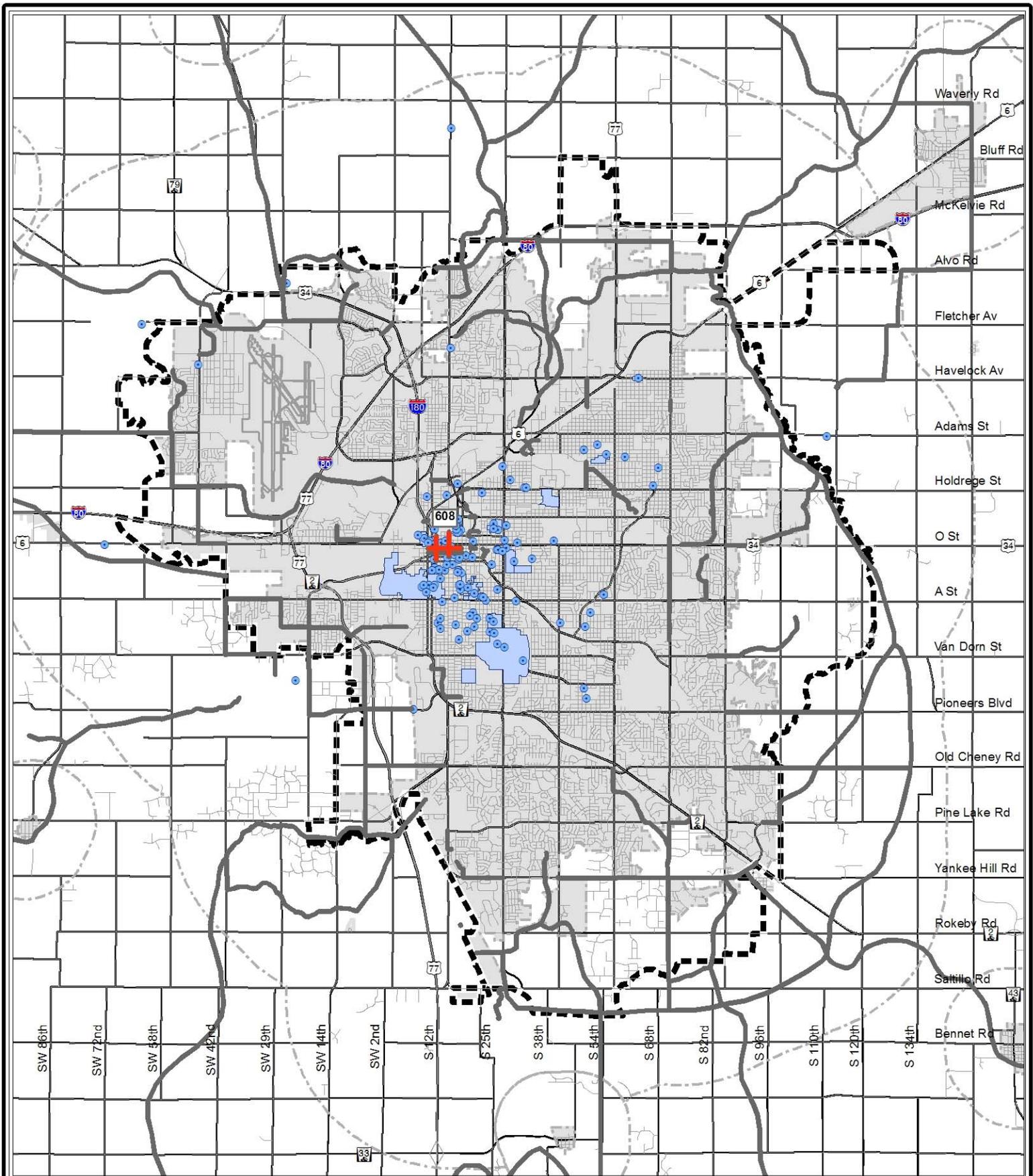


LANCASTER COUNTY CULTURAL RESOURCES

- Future Service Limit
- Street Projects within 300ft of Historic Sites / Districts
- City and Village Limits
- 220 Ft Street Project Buffer
- Historic Districts
- Historic Sites

Street Project Conflicts





**LANCASTER COUNTY
CULTURAL RESOURCES**

Trail Project Conflicts

- Future Service Limit
- Trail Projects within 100ft of Historic Sites / Districts
- City and Village Limits
- 50 Ft Trail Project Buffer
- Historic Districts
- Historic Sites



Sample Letter Sent 1/31/11 to all the Agencies

The Lincoln-Lancaster County Planning Department is in the process of updating the City-County Comprehensive Plan and Long Range Transportation Plan to the year 2040 (“LPlan 2040” for short). Previously we solicited your help in evaluating alternative growth scenarios that provided a range of development options, and we appreciate that valuable input you shared. The Planning Department has since developed a Draft Growth Scenario and Draft Future Land Use Plan based on input from agencies, the Advisory Committee and the public. The next step in the effort is a Long Range Transportation Plan (LRTP) that complements the land use plan.

The upcoming LRTP effort includes an evaluation of environmental, social and cultural impacts related to proposed transportation projects. We are requesting the assistance of your agency in this effort. This request is three-fold:

1. Identify a single point of contact within your agency for this work effort. This person would receive emails, regular mail, and/or phone contact. We will continue to include you as a cc: on any email communications, unless you request otherwise.
2. When information is sent to you, analyze transportation projects for potential issues and suggest mitigation strategies that could be applied to reduce negative impacts. We will do our best to share the best information we have in this effort, however, some projects may be conceptual and may require more general analysis.
3. Revise the attached agency contact list and if you recognize any individual or agency is missing, please notify us so we can add them.

The list of projects/alternatives will be available in March-April. At that time, we intend to contact you to assist you in your efforts and answer any questions. In addition, staff is available to answer questions, as listed below. We will make an effort to give you at least 4 weeks to review and provide your feedback.

We understand that this may mean a significant work and coordination effort on the part of your agency and we are committed to assisting you in any way possible and sharing information as soon as it is available. Still, there may be a relatively short period of time to conduct your review. We hope that with early coordination and continued assistance we can help your agency to complete this review in the time available. Your input is crucial to a thorough analysis of these projects.

If you have any questions, please feel free to contact Mike DeKalb at 441-6370 or mdekalb@lincoln.ne.gov or Rashi Jain at 441-6372 or rjain@lincoln.ne.gov. Thanks in advance for your assistance.

Sincerely,

Rashi Jain

Planner
Lincoln-Lancaster County Planning Dept
rjain@lincoln.ne.gov
402-441-6372

CC: Mike DeKalb
mdekalb@lincoln.ne.gov
402-441-6370

Nicole Fleck-Tooze
ntooze@lincoln.ne.gov
402-441-6363

Sample Letter Sent 3/30/11 to Environmental Agencies

Thank you for agreeing to be the point of contact at your agency for consultation on environmental mitigation strategies for the 2040 Lincoln-Lancaster County Long Range Transportation Plan (LRTP). This is a follow-up email to one sent about three weeks ago.

There are three attachments with this email:

1. An excel spreadsheet with the LRTP project list and potential conflicts with natural resources that have been identified by the Lincoln-Lancaster County Planning Department. (Please notify if excel format is not compatible). This workbook contains a master sheet with projects sorted alphabetically, and 7 individual resource sheets with projects sorted to show those with the most conflicts for that resource at the top. If your agency is interested in one particular resource (Eastern Saline Wetlands for example) this allows you to review only those projects.
2. A link to the FTP server that hosts the following two files, (Username: plan1; Password: bank) :
ftp://ftp.ci.lincoln.ne.us/Environmental_Screening_Process/
 - a. Environmental Resources Streets.pdf
A pdf file with 8 maps of natural resources overlaid with potential roadway projects – this includes a base map displaying all resources and 7 individual resource maps with conflict areas shown in red. These correspond to the attached excel sheet.
 - b. Environmental Resources Trail.pdf
A pdf file with 8 maps of natural resources and trails projects in the same format as described above.

The roadway and trails projects identified are broadly based upon the currently adopted 2030 LRTP, which includes approximately 136 state and local roadway projects and about 305 miles of trails projects. They range from road widening to new roads in new areas and mostly new trails. While it is anticipated that there will be fewer projects incorporated into the 2040 plan, this comprehensive list is included to ensure that environmental mitigation strategies are considered for all potential 2040 Plan projects. We have taken a first look at the locations where roadways or trails have potential conflicts with natural resources and have documented them in the accompanying maps and excel sheet.

A few notes about this work effort:

- 1) Assumed a right-of-way of 120 ft for all ROADWAY projects
- 2) Created a buffer of 100 ft on either side of the roadway, for a total width of 320 feet analyzed on each street project.
- 3) Calculated acres/miles of a natural resource in conflict within the 320 foot area.
- 4) Created a buffer of 50 ft on either side of each TRAIL, for a total width of 100 feet analyzed on each trail project.
- 5) Calculated acres/miles of a natural resource in conflict within the 100 foot area.
- 6) The pdf files have built-in layers on the first page. On the left hand side navigation panel, you

can see the following  symbol. Clicking on this icon will reveal layers on the map. You can use the 'eye' icon to switch on/off layers.

Please review our efforts and flag anything that we have missed or miscalculated. Also, where appropriate, suggest mitigation strategies for that conflict. Any additional comments will be most appreciated.

We would like to have your feedback by April 22, 2011. If you require a paper copy of any of the materials please let me know by the end of this week, April 1, 2011. I will contact you in the next week to review the material and answer any questions you have. If you have a preferred time, please let me know.

Both Mike DeKalb and I will be available for any questions that you may have. You may contact me at rjain@lincoln.ne.gov or at 402-441-6372 and Mike at mdekalb@lincoln.ne.gov or at 402-441-6370.

Sample Letter Sent 4/13/11 to Social Agencies

Lazaro,

I called around 2:19 pm today and left you a voice message. Here is the information for your review. Thank you for your review and input on the social screening review for the 2040 Lincoln-Lancaster County Long Range Transportation Plan (LRTP).

There are three attachments with this email:

1. An excel spreadsheet with the LRTP project list and potential projects within areas with concentration of minority population including Hispanic or Latino, higher than the county average. The areas have been identified by the Lincoln-Lancaster County Planning Department, based on the Census information. (Please notify if excel format is not compatible). The worksheet identifies the following three items:
 - a. Miles of potential roadway projects that are within these areas,
 - b. Miles of potential trails that are within these areas ,
 - c. Miles of transit service provided by each bus route that are within these areas.
2. There are accompanying maps showing the areas with a concentration of Hispanic or Latino population. A link to the FTP server that hosts the following 6 files, (Username: plan1; Password: bank) : ftp://ftp.ci.lincoln.ne.us/Social_Screening_Process/Asian/
 - a. Social_Resources_HISP_StarTran.pdf
A pdf file mapping Hispanic or Latino population concentration and the bus routes in the areas.
 - b. Social_Resources_HISP_StreetProjects.pdf
A pdf file mapping Hispanic or Latino population concentration and the proposed street projects in the areas
 - c. Social_Resources_HISP_TrailProjects.pdf
A pdf file mapping Hispanic or Latino population concentration and the proposed trails projects in the areas

The roadway and trails projects identified are broadly based upon the currently adopted 2030 LRTP, which includes approximately 136 state and local roadway projects and about 305 miles of trails projects. They range from road widening to new roads in new areas and mostly new trails. While it is anticipated that there will be fewer projects incorporated into the 2040 plan, this comprehensive list is included to ensure that social issues are considered for all potential 2040 Plan projects.

A few notes about this work effort:

- 1) Assumed a right-of-way of 120 ft for all ROADWAY projects
- 2) The miles are based on center lane and does not account for width of the road such as 2-lane or 4-lane.

Please review our efforts and flag anything that we have missed or miscalculated. Please provide your review on concerns that your agency might have with respect to the various transportation projects. Any additional comments will be most appreciated.

We would like to have your feedback by April 25, 2011. If you require a paper copy of any of the materials please let me know by the end of this week, April 15, 2011. I will contact you in the next week to review the material and answer any questions you have. If you have a preferred time, please let me know.

Both Sara Hartzell and I will be available for any questions that you may have. You may contact me at rjain@lincoln.ne.gov or at 402-441-6372 and Sara at shartzell@lincoln.ne.gov or at 402-441-6371.

Rashi Jain, AICP
Planner
Lincoln - Lancaster County
Planning Department
555 S. 10th Street, Ste#213
Lincoln NE 68508
Phone - 402 441 6372

Rashi R. Jain

From: Rashi R. Jain
Sent: Friday, April 15, 2011 9:31 AM
To: 'jeff.altman@nebraska.gov'
Subject: FW: LRTP Screening Process
Attachments: 110412_Social Screening Process.xls

Jeff,

Here is the detailed material I mentioned in my earlier email with the list of projects and maps.

The Lincoln-Lancaster County Planning Department is in the process of updating the City-County Comprehensive Plan and Long Range Transportation Plan to the year 2040 ("LPlan 2040" for short). At present we are working on the Long Range Transportation Plan (LRTP) that complements the land use plan. At present we are engaged in multiple community outreach efforts and asking for reviews from multiple agencies.

The LRTP effort includes an evaluation of environmental, social and cultural impacts related to proposed transportation projects. We are requesting the assistance of your agency in this effort.

We are looking for your input regarding the future of the streets, trails and transit in Lincoln in the next 30 years. I have a list of potential projects and I have maps of areas with minority population and low-mod population concentration in the city.

There are three attachments with this email:

1. An excel spreadsheet with the LRTP project list and potential projects within areas with concentration of minority population and low-mod population. The areas have been identified by the Lincoln-Lancaster County Planning Department, based on the Census information. (Please notify if excel format is not compatible). The worksheet identifies the following three items:
 - a. Miles of potential roadway projects that are within these areas,
 - b. Miles of potential trails that are within these areas ,
 - c. Miles of transit service provided by each bus route that are within these areas.
2. There are accompanying maps showing the areas of concentration. A link to the FTP server that hosts the following 5 folders, (Username: plan1; Password: bank) : ftp://ftp.ci.lincoln.ne.us/Social_Screening_Process/
 - a. African_American
 - b. Asian
 - c. Hispanic
 - d. Low_Mod_Income
 - e. Native_American
3. Each folder has 3 files at least one each for streets, trails and transit for that population group.
4. The low-moderate income population has been identified based on three criteria – household income, family income and per capita income, therefore that folder has 9 files
 - a. Social_Resources_LMI-HH...
3 files beginning with that name, one each for streets, trails and transit for low-mod income household income
 - b. Social_Resources_LMI-MF...
3 files beginning with that name, one each for streets, trails and transit for low-mod income family income.
 - c. Social_Resources_LMI-PC...

3 files beginning with that name, one each for streets, trails and transit for low-mod income per-capita income.

The roadway and trails projects identified are broadly based upon the currently adopted 2030 LRTP, which includes approximately 136 state and local roadway projects and about 305 miles of trails projects. They range from road widening to new roads in new areas and mostly new trails. While it is anticipated that there will be fewer projects incorporated into the 2040 plan, this comprehensive list is included to ensure that social issues are considered for all potential 2040 Plan projects.

A few notes about this work effort:

- 1) Assumed a right-of-way of 120 ft for all ROADWAY projects
- 2) The miles are based on center lane and does not account for width of the road such as 2-lane or 4-lane.

Please review our efforts and flag anything that we have missed or miscalculated. Please provide your review on concerns that your agency might have with respect to the various transportation projects. Any additional comments will be most appreciated.

We would like to have your feedback by April 25, 2011. If you require a paper copy of any of the materials please let me know by the end of this week, April 15, 2011. I will contact you in the next week to review the material and answer any questions you have. If you have a preferred time, please let me know.

Both Sara Hartzell and I will be available for any questions that you may have. You may contact me at rjain@lincoln.ne.gov or at 402-441-6372 and Sara at shartzell@lincoln.ne.gov or at 402-441-6371.

Thanks

Rashi Jain, AICP
Planner
Lincoln - Lancaster County
Planning Department
555 S. 10th Street, Ste#213
Lincoln NE 68508
Phone - 402 441 6372

Human Services Administration
555 South 10th Street Suite 107
Lincoln NE 68508

(402) 441-4944
(402) 441-6805 Fax
www.lincoln.ne.gov

Kit Boesch Human Services Administrator
kboesch@lancaster.ne.gov

Comments Received from Kit Boesch

April 15, 2011

Rashi Jain, City Planner
City Planning Department

Dear Rashi:

I appreciate the invitation to join the efforts around long range transportation planning. It's got to be an incredible responsibility and one which I'm glad I don't have ☺.

Your letter asked for an evaluation of environmental, social and cultural impacts related to proposed transportation projects. I'm not sure I am giving you what you are looking for but will try.

Observations:

Your two highest populated areas for high numbers of ethnic minority groups and poverty are ^{*}93 and 94; and then [#]31 and 32.

- A. Perhaps one could assume since that will be the highest number of low income workers who need to get to jobs at various hours, could the department run a bus beyond 6:00 or 7:00 p.m.?
- B. Perhaps the bus drivers on routes identified as ^{*}93 and [#]94, could also speak Spanish?
- C. Perhaps, if there was a way to know household size, one could run a bus route to school just for kids in that area.
- D. Perhaps bus routes serving low income adults could put bike racks on the front, in case they need to come home after the bus stops running or they need to get to work not directly on the bus route.

I am not sure if this is what you were looking for. If not, I apologize. Please email me a different direction. Thank you!

Sincerely,



Kit Boesch
Human Services Administrator

KB/ers



REPLY TO
ATTENTION OF

DEPARTMENT OF THE ARMY
CORPS OF ENGINEERS, OMAHA DISTRICT
NEBRASKA REGULATORY OFFICE – WEHRSPANN
8901 SOUTH 154TH STREET, SUITE 1
OMAHA, NEBRASKA 68138-3635

<https://www.nwo.usace.army.mil/html/od-rne/nehome.html>

RECEIVED

APR 20 2011

Lincoln/Lancaster Co.
Planning Department

April 19, 2011

Comments Received from Phil Rezac

Ms. Rashi Jain
Lancaster County Planning Department
555 S. 10th Street, Suite 213
Lincoln NE 68508

RE: 2011-0598-WEH / 2040 Lincoln Lancaster County Long Range Transportation Plan

Dear Ms. Jain:

This letter pertains to your correspondence received in our office on March 30, 2011, for the above referenced project. The proposed project identifies roadway and trails projects for the 2040 Long Range Transportation Plan in Lancaster County, Nebraska.

The Corps of Engineers is responsible for administering Federal laws that regulate certain activities in waters of the United States. The authority applicable to this responsibility is Section 404 of the Clean Water Act (33 U.S.C. 1344), which prohibits the discharge of dredged or fill material into lakes, streams or wetlands without authorization in the form of a Department of the Army permit, and Section 10 of the Rivers and Harbors Act of 1899 which regulates all work or structures in or affecting the course, condition, or capacity of navigable waters of the United States.

Based on the information provided, our preliminary review indicates your projects may have the potential for wetlands and waters of the U.S. located within the proposed project boundaries. The applicant is responsible for providing a delineation of all waters of the United States to be permanently or temporarily impacted by the proposed project. We recommend hiring a consultant to verify the presence or absence of wetlands at the proposed site.

Typically, the following must be submitted with a 404 permit application, however, not all may apply to your specific project:

- 1) Completed permit application (ENG FORM 4345);
- 2) Location (Lat/Long coordinates or Section-Township-Range) of the proposed project area;
- 3) Aerial photograph of the proposed project area clearly marked;
- 4) Color photographs of the proposed project area clearly labeled;
- 5) A detailed description of the activity you wish to conduct in any wetlands or natural drainages at the proposed site (purpose and need) and the methods you plan on using, (including type of machinery, temporary structures, work platforms, etc.), include any technical drawings;
- 6) A plan and cross section showing wetlands, LOC, and project;

- 7) If wetlands are identified on-site by a qualified individual, and any fill material is proposed to be placed in wetlands (fill material includes culverts, riprap, etc.); a wetland delineation or determination must be completed for the site. Wetland delineations must be prepared during the growing season and in accordance with the current method required by the U.S. Army Corps of Engineers;
- 8) Any impacts to wetlands (fill, excavation, inundation, drainage) greater than 0.10 acre will require a mitigation plan;
- 9) Cubic yards of wetlands excavated due to placement of fill (fill material includes culverts, riprap, concrete, etc.);
- 10) Acres of wetlands permanently impacted due to placement of fill; acres of wetlands temporarily impacted due to temporary work and construction access;
- 11) Acres below Ordinary High Water permanently impacted due to placement of fill; acres below Ordinary High Water temporarily impacted due to temporary work and construction access;
- 12) Cubic yards per running foot and dimensions of any riprap/broken concrete to be placed along the bank; type of material proposed to be used;
- 13) Will a temporary crossing be used? Use of any proposed temporary causeway/crossing/fill will require the permittee to submit detailed sketches, proposed fill materials, and dimensions of openings to pass flows into our office for concurrence;
- 14) Any impacts to Threatened and Endangered Species;
- 15) Any impacts to Historic Properties.

Construction activities involving any work in waters of the United States would require a Section 404 permit. For a detailed review of permit requirements, a completed Department of the Army permit application with project plans should be sent to the Regulatory Office address shown above. We are also available for Pre-Application meetings on any projects impacting wetlands or waters of the U.S. I have enclosed a permit application for your use.

If you have any questions, please contact this office or telephone (402) 896-0896 and reference file number **2011-0598-WEH**.

Sincerely,



Phil M. Rezac
Regulatory Project Manager
U.S. Army Corps of Engineers

Enclosure